The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on February 11, 2010. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, Georgia, on April 9, 2010.

Myron A. Jenkins,
Acting Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

14 CFR Part 71

Modification of Jet Routes J–37 and J–55; Northeast United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Jet Routes J–37 and J–55 by terminating the routes at navigation aid facilities prior to the U.S./Canadian border. The FAA is taking this action to support the En Route Automation Modernization (ERAM) program.

DATES: Effective 0901 UTC, June 3, 2010. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.


SUPPLEMENTARY INFORMATION:

Background

On Thursday, February 4, 2010, the FAA published in the Federal Register a notice of proposed rulemaking to modify jet routes J–37 and J–55 (75 FR 5704). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received. Currently J–37 terminates at a point in space on the U.S./Canadian border rather than at a navigation aid facility or established navigation fix. Similarly, J–55 crosses the border at an undefined point in space and extends into