

The Rule

This amendment to 14 CFR part 71 modifies Class E airspace at Leadville, CO, by providing the additional airspace at Lake County Airport. This modification of airspace enlarges the 700-foot Class E area to meet current criteria standards to accommodate the landing and the holding procedures for the SIAP. The intended effect of this rule is designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under Instrument Flight Rules (IFR) at the Lake County Airport and between the terminal and en route transition stages.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

* * * * *

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ANM CO E5 Leadville, CO [Revised]

Lake County Airport, CO
(Lat. 39°13'13"N., long. 106°18'58"W.)

That airspace extending upward from 700 feet above the surface bounded by a line beginning at 39°33'00"N., long. 106°30'00"W.; to lat. 39°33'00"N., long. 106°00'00"W.; to lat. 38°51'00"N., long. 106°00'00"W.; to lat. 38°51'00"N., long. 106°15'00"W.; to lat. 39°09'00"N., long. 106°30'00"W.; to point of beginning.

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Issued in Seattle, Washington, on February 1, 1999.

Daniel A. Boyle,

*Assistant Manager, Air Traffic Division,
Northwest Mountain Region.*

[FR Doc. 99–4021 Filed 2–17–99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 98–ANE–95]

**Amendment to Class E Airspace;
Rockland, ME**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This notice confirms the effective date of a direct final rule which revises the Class E airspace area at Rockland, ME, due to the relocation of the Sprucehead Non-Directional Beacon (NDB) and to provide adequate controlled airspace for two new standard instrument approaches to the Rockland, Knox County Regional Airport (KRKD).

EFFECTIVE DATE: The direct final rule published at 63 FR 71218 and corrected to read as published at 64 FR 3835, is effective 0901 UTC, January 28, 1999.

FOR FURTHER INFORMATION CONTACT: David T. Bayley, Air Traffic Division, Airspace Branch, ANE–520.3, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7523; fax (781) 238–7596.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on December 24, 1998 (63 FR 71218), and published a correction on January 26, 1999 (64 FR 3835). 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 January 28, 1999. No adverse comments were received, and thus this notice confirms that this direct final rule became effective on that date.

Issued in Burlington, MA, on February 2, 1999.

Bill Peacock,

Manager, Air Traffic Division, New England Region.

[FR Doc. 99–4019 Filed 2–17–99; 8:45 am]

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DEPARTMENT OF ENERGY**Federal Energy Regulatory
Commission****18 CFR Part 37**

[Docket No. RM95–9–006]

**Open Access Same-Time Information
System and Standards of Conduct**

Issued February 10, 1999.

AGENCY: Federal Energy Regulatory Commission.

ACTION: Order denying rehearing.

SUMMARY: The Federal Energy Regulatory Commission (the Commission) denies two requests for rehearing of an order issued on June 19, 1998 (*Open Access Same-Time Information and Standards of Conduct*) that, among other things, requires the unmasking of source and sink information and establishes an interim on-line discount policy.

ADDRESSES: Office of the Secretary, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426.

FOR FURTHER INFORMATION CONTACT: Marvin Rosenberg (Technical Information), Office of Economic Policy, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426, (202) 208–1283

Paul Robb (Technical Information), Office of Electric Power Regulation, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426, (202) 219–2702

Gary D. Cohen (Legal Information), Office of the General Counsel, Federal Energy Regulatory Commission, 888