

were received, and, thus, this action confirms that this direct final rule will be effective on that date.

Issued in Fort Worth, TX, on April 12, 2000.

**Robert N. Stevens,**

*Acting Manager, Air Traffic Division,  
Southwest Region.*

[FR Doc. 00-9835 Filed 4-20-00; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 2000-ASW-03]

#### Revision of Class E Airspace; Port Lavaca, TX

**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 Class E airspace at Port Lavaca, TX.

**EFFECTIVE DATE:** The direct final rule published at 65 FR 8045 is effective 0901 UTC, June 15, 2000.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: 817-222-5593.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on February 17, 2000, (65 FR 8045). The FAA uses the direct final rulemaking procedure for a noncontroversial 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 June 15, 2000. No adverse comments were received, and, thus, this action confirms that this direct final rule will be effective on that date.

Issued in Fort Worth, TX, on April 12, 2000.

**Robert N. Stevens,**

*Acting Manager, Air Traffic Division,  
Southwest Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-AAL-22]

#### Establishment of Class E Airspace; Holy Cross, AK

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Holy Cross, AK. The establishment of Global Positioning System (GPS) instrument approach procedures at Holy Cross Airport made this action necessary. The Holy Cross Airport status changes from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR). This rule provides adequate controlled airspace for aircraft flying IFR procedures at Holy Cross, AK.

**EFFECTIVE DATE:** 0901 UTC, June 15, 2000.

**FOR FURTHER INFORMATION CONTACT:** Bob Durand, Operations Branch, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850; email: Bob.Durand@faa.gov. Internet address: <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

#### SUPPLEMENTARY INFORMATION:

##### History

On December 13, 1999, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish the Class E airspace at Holy Cross, AK, was published in the **Federal Register** (64 FR 69431). The proposal was necessary due to the establishment of GPS instrument approach procedures to Runway 1 and Runway 19 at Holy Cross, AK. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments to the proposal were received; thus, the rule is adopted as written.

The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 in FAA Order 7400.9G, *Airspace Designations and Reporting Points*, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this

document will be published subsequently in the Order.

#### The Rule

This amendment to 14 CFR part 71 establishes the Class E airspace at Holy Cross, AK, through the establishment of two GPS instrument approaches. The airport status changes from VFR to IFR. The area will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide controlled airspace for IFR operations at Holy Cross, AK.

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 Federal Aviation Administration Order 7400.9G, *Airspace Designations and Reporting Points*, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

#### **AAL AK E5 Holy Cross, AK [New]**

Holy Cross Airport  
(Lat. 62°11'18" N., long. 159°46' 30" W.)

That airspace extending upward from 700 feet above the surface within 6.3-mile radius of the Holy Cross Airport and that airspace extending upward from 1,200 feet above the surface within a 24-mile radius of the Holy Cross Airport; excluding that airspace within the Anvik Class E airspace area.

\* \* \* \* \*

Issued in Anchorage, AK, on April 14, 2000.

**Anthony M. Wylie,**  
*Assistant Manager, Air Traffic Division,  
Alaskan Region.*

[FR Doc. 00-10014 Filed 4-20-00; 8:45 am]

**BILLING CODE 4910-13-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

**[Airspace Docket No. 99-AAL-20]**

#### **Establishment of Class E Airspace; Kipnuk, AK**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Kipnuk, AK. The establishment of a Global Positioning System (GPS) instrument approach procedure at Kipnuk Airport made this action necessary. The Kipnuk Airport status changes from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR). This rule provides adequate controlled airspace for aircraft flying IFR procedures at Kipnuk, AK.

**EFFECTIVE DATE:** 0901 UTC, June 15, 2000.

**FOR FURTHER INFORMATION CONTACT:** Bob Durand, Operations Branch, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850; email: Bob.Durand@faa.gov. Internet address: <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

**SUPPLEMENTARY INFORMATION:**

#### **History**

On December 13, 1999, a proposal to amend part 71 of the Federal Aviation

Regulations (14 CFR part 71) to establish the Class E airspace at Kipnuk, AK, was published in the **Federal Register** (64 FR 69430). The proposal was necessary due to the establishment of a GPS instrument approach procedure to Runway 15 at Kipnuk, AK. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments to the proposal were received; thus, the rule is adopted as written.

The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 in FAA Order 7400.9G, *Airspace Designations and Reporting Points*, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

#### **The Rule**

This amendment to 14 CFR part 71 establishes the Class E airspace at Kipnuk, AK, through the establishment of a GPS instrument approach to Runway 15. The airport status changes from VFR to IFR. The area will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide controlled airspace for IFR operations at Kipnuk, AK.

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 Federal Aviation Administration Order 7400.9G, *Airspace Designations and Reporting Points*, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

#### **AAL AK E5 Kipnuk, AK [New]**

Kipnuk Airport, AK  
(Lat. 59°55'59" N., long. 164°01'50" W.)  
Kipnuk VOR/DME  
(Lat. 59°56'34" N., long. 164°02'04" W.)

That airspace extending upward from 700 feet above the surface within 6.2-mile radius of the Kipnuk Airport and within 3 miles each side of the Kipnuk VOR/DME 168° radial extending from the 6.2-mile radius of the airport to 9.5 miles south of the airport and within 4 miles east and 8 miles west of the Kipnuk VOR/DME 348° radial extending from the Kipnuk VOR/DME to 16 miles north of the VOR/DME; and that airspace extending upward from 1,200 feet above the surface within a 51-mile radius of the VOR/DME; excluding that airspace within the Norton Sound Low Offshore Airspace Area and the Bethel Class E airspace area.

\* \* \* \* \*

Issued in Anchorage, AK, on April 14, 2000.

**Anthony M. Wylie,**  
*Acting Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 00-10013 Filed 4-20-00; 8:45 am]

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