

(Lat. 30°24'18" N, long. 86°28'26" W)
Duke Field
(Lat. 30°39'07" N, long. 86°31'23" W)
Hurlburt Field
(Lat. 30°25'44" N, long. 86°41'20" W)

That airspace extending upward from the surface, to and including 2,600 feet MSL within a 5.5-mile radius of Eglin AFB and within a 4-mile radius of Destin Fort Walton Beach Airport and within 2.5 miles each side of the 147° bearing from the Destin NDB, extending 7 miles southeast of the NDB, excluding the portion north of a line connecting the 2 points of intersection within a 5.2-mile radius circle centered on Duke Field; excluding the portion southwest of a line connecting the 2 points of intersection within a 5.3-mile radius of Hurlburt Field; excluding a portion east of a line beginning at lat. 30°30'43" N, long. 86°26'21" W, extending north of the 5.5-mile radius and north of a line beginning at lat. 30°30'43" N, long. 86°26'21" W, extending to the 5.5-mile radius.

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Issued in College Park, Georgia, on December 2, 1999.

Nancy B. Shelton,
*Acting Manager, Air Traffic Division,
Southern Region.*
[FR Doc. 99-32347 Filed 12-13-99; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ASO-20]

**Amendment to Class D Airspace;
Jacksonville NAS Cecil Field, FL**

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Final rule.

SUMMARY: This amendment modifies Class D airspace at Jacksonville NAS Cecil Field, FL, and will change the name of the airport to Cecil Field Airport. The U.S. Navy has discontinued operations at NAS Cecil Field, including decommissioning the Cecil Nondirectional Radio Beacon (NDB) and the Cecil Tactical Air Navigation (TACAN) navigational aids, thereby eliminating airspace extensions. The Jacksonville, FL, Port Authority has opened a contract airport traffic control tower at the airport. The control tower at Cecil Field is scheduled to be open 0800-1800, daily, Monday through Friday. Therefore, the Class D airspace hours of operation will be amended from continuous to part time.

EFFECTIVE DATE: 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT:

Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

SUPPLEMENTARY INFORMATION:

History

On October 29, 1999, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class D airspace at Jacksonville NAS Cecil Field, FL (64 FR 208). This amendment modifies Class D airspace at Jacksonville NAS Cecil Field, FL. Designations for Class D airspace extending upward from the surface of the earth are published in FAA Order 7400.9G, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR part 71.1. The Class D designation listed in this document will be published subsequently in the Order.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends Class D airspace at Jacksonville NAS Cecil Field, FL.

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; EO 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 5000 Class D Airspace
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ASO FL D Jacksonville Cecil Field, FL [Revised]

Cecil Field, FL
(Lat. 30°13'07"N, long. 81°52'36"W)
Herlong Airport
(Lat. 30°16'40"N, long. 81°48'21"W)

That airspace extending upward from the surface, to and including 2,600 feet MSL, within a 5.5-mile radius of Cecil Field; excluding that airspace within a 1-mile radius of Herlong Airport. This Class D airspace area is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in College Park, Georgia, on December 7, 1999.

Wade T. Carpenter, Jr.,
*Acting Manager, Air Traffic Division,
Southern Region.*
[FR Doc. 99-32348 Filed 12-13-99; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ASO-18]

**Amendment to Class D Airspace;
Eastover, SC**

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Final rule.

SUMMARY: This amendment modifies Class D airspace at Mc Entire ANGS, Eastover, SC. In accordance with a periodical review, the Non-Directional Radio Beacon (NDB) Runway (RWY) 32 Standard Instrument Approach Procedure (SIAP) requires additional

airspace. As a result, additional controlled airspace extending upward from the surface is needed to accommodate the SIAP at Mc Entire ANGS. An extension via the 164° bearing from the Mc Entire NDB for the NDB RWY 32 SIAP will be necessary. The length of the Class D airspace extension southeast of the NDB will be 6.3 miles, and the width of the airspace extension will be 5 miles.

EFFECTIVE DATE: 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT: Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

SUPPLEMENTARY INFORMATION:

History

On October 29, 1999, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class D airspace at Mc Entire ANGS, SC, (64 FR 209). This amendment modifies Class D airspace at Mc Entire ANGS. Designations for Class D airspace extending upward from the surface of the earth are published in FAA Order 7400.9G, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR part 71.1. The Class D designation listed in this document will be published subsequently in the Order.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends Class D airspace at Mc Entire ANGS, Eastover, SC.

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 for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; EO 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 500 Class D Airspace
* * * * *

ASO SC D Eastover, SC [Revised]

Eastover, Mc Entire ANGS, SC
(Lat. 33°55'06" N, long. 80°47'59" W)
Mc Entire NDB
(Lat. 33°56'09" N, long. 80°47'56" W)

That airspace extending upward from the surface to and including 2,800 feet MSL within a 4.5-mile radius of Mc Entire ANGS and within 2.5 miles each side of the 164° bearing from the Mc Entire NDB, extending 6.3 miles southeast of the NDB. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in College Park, Georgia, on December 2, 1999.

Nancy B. Shelton,

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

[FR Doc. 99-32346 Filed 12-13-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Parts 26 and 161

[USCG-1999-6141]

RIN 2115-AF92

Puget Sound Vessel Traffic Service

AGENCY: Coast Guard, DOT.

ACTION: Direct final rule.

SUMMARY: By this direct final rule, the Coast Guard amends the designated monitoring areas of the Puget Sound Vessel Traffic Service (VTS). This amendment enhances safe navigation by moving a frequency-monitoring boundary so that mariners are no longer required to change designated frequencies and report to the VTS while attempting to negotiate a bend in the navigational channel.

DATES: This rule is effective on March 15, 2000, unless an adverse comment, or notice of intent to submit an adverse comment, reaches the Docket Management Facility on or before February 14, 2000. If we receive an adverse comment, or notice of intent to submit an adverse comment, we will withdraw this direct final rule and publish a timely notice of withdrawal in the **Federal Register**.

ADDRESSES: To make sure your comments and related material are not entered more than once in the docket, please submit them by only one of the following methods:

- (1) By mail to the Docket Management Facility (USCG-1999-6141), U.S. Department of Transportation, room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001.
- (2) By delivery to room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.
- (3) By fax to the Docket Management Facility at 202-493-2251.
- (4) Electronically through the Web Site for the Docket Management System at <http://dms.dot.gov>.

The Docket Management Facility maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents mentioned in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m.