

related to the subject presented above, the FAA has determined that air safety and the public interest require adoption of the rule. The FAA has determined that this correction will not change the meaning of the action nor add any additional burden on the public beyond that already published. This action corrects the error in the coordinates of the Fredericktown Regional Airport ARP and Farmington VORTAC and confirms the effective date to the direct final rule.

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 April 20, 2000. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Correction to the Direct Final Rule

Accordingly, pursuant to the authority delegated to me, coordinates for the Fredericktown Regional Airport ARP and the Farmington VORTAC as published in the **Federal Register** on December 29, 1999 (64 FR 72924), (**Federal Register** Document 99-33795; page 72925, column one) are corrected as follows:

§ 71.1 [Corrected]

ACE MO E5 Fredericktown, MO [Corrected]

On page 72925, in the first column, after Fredericktown Regional Airport, MO, correct the coordinates by removing (lat. 37°36'20" N., long. 90°17'14" W.) and substituting (lat. 37°36'21" N., long. 90°17'14" W.)

On page 72925, in the first column, after Farmington VORTAC correct the coordinates by removing (lat. 37°40'25" N., long. 90°14'02" W.) and substituting (lat. 37°40'24" N., long. 90°14'03" W.)

Issued in Kansas City, MO on February 15, 2000.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division, Central Region.
[FR Doc. 00-4748 Filed 2-28-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-50]

Amendment to Class E Airspace; Iowa City, IA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at Iowa City, IA.

DATES: The direct final rule published at 64 FR 72926 is effective on 0901 UTC, April 20, 2000.

FOR FURTHER INFORMATION CONTACT:

Brenda Mumper, Air Traffic Division, Airspace Branch, ACE-520A, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2524.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on December 29, 1999 (64 FR 72926). 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 April 20, 2000. No adverse comments were received, and thus this notice confirm that this direct final rule will become effective on that date.

Issued in Kansas City, MO on February 15, 2000.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division, Central Region.
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DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Parts 12 and 178

[T.D. 00-13]

RIN 1515-AC04

Importation of Chemicals Subject to the Toxic Substances Control Act

AGENCY: Customs Service, Department of the Treasury.

ACTION: Final rule.

SUMMARY: This document sets forth final amendments to the Customs Regulations regarding submission of an importer's certification in connection with the importation of chemical substances subject to the Toxic Substances Control Act. The regulatory amendments reduce the regulatory burden by permitting use of a blanket certification for multiple shipments in lieu of a separate certification for each individual shipment. The final regulations also continue the present practice of allowing some flexibility regarding presentation of the required certification with the entry documentation for an individual shipment.

EFFECTIVE DATE: March 30, 2000.

FOR FURTHER INFORMATION CONTACT: Brad Lund, Office of Field Operations (202-927-0192).

SUPPLEMENTARY INFORMATION:

Background

The Toxic Substances Control Act (TSCA) (15 U.S.C. 2601 *et seq.*) was enacted by Congress, among other things, to protect human health and the environment by requiring testing and necessary use restrictions on certain chemical substances. Section 13 of Title I of the TSCA (15 U.S.C. 2612) governs the entry of those chemical substances into the customs territory of the United States and authorizes the Secretary of the Treasury to refuse entry of any chemical substance that (1) Fails to comply with any rule in effect under the TSCA or (2) is offered for entry in violation of section 5 or 6 of Title I (15 U.S.C. 2604 or 2605) or Title IV (15 U.S.C. 2681 *et seq.*) or in violation of a rule or order under section 5 or 6 or Title IV or in violation of an order issued in a civil action brought under section 5 or under section 7 of Title I (15 U.S.C. 2606) or under Title IV. Section 13 also sets forth procedural and other requirements in connection with an entry refusal and authorizes the Secretary of the Treasury, after consultation with the Administrator of the Environmental Protection Agency