

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

[Airspace Docket No. 01-AER-08FR]

**Modification of Class E Airspace; Pittsburgh, PA****AGENCY:** Federal Aviation Administration (FAA) DOT.**ACTION:** Final rule.

**SUMMARY:** This action modifies the Class E airspace area at the Pittsburgh International Airport, Pittsburgh, PA by deleting a portion of the designated airspace area. Closure of the Pittsburgh Metro Airport makes this action necessary. This area will be depicted on aeronautical charts for pilot reference.

**EFFECTIVE DATE:** 0901 UTC, September 6, 2001.

**FOR FURTHER INFORMATION CONTACT:** Mr. Francis T. Jordan, Jr., Airspace Specialist, Airspace Branch, AEA-520-F.A.A. Eastern Region, 1 Aviation Plaza, Jamaica, NY 11434-4809; telephone: (718) 553-4521.

**SUPPLEMENTARY INFORMATION:****History**

On May 4, 2001, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying the Class E airspace at Pittsburgh International Airport, PA (66 FR 22489).

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9H, dated September 1, 2000 and effective September 16, 2000, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published in the Order.

**The Rule**

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) modifies the Class E airspace area at Pittsburgh, PA by deleting a portion of the Class E airspace area extending upward from 700 feet or more above the surface of the earth.

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. Therefore, this regulation—(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); (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 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—[AMENDED]**

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 7400.9H, Airspace Designations and Reporting Points, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

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

\* \* \* \* \*

**AEA PA E5, Pittsburgh, PA [REVISED]**

Greater Pittsburgh International Airport, Pittsburgh, PA

(Lat. 40°29'29"N., long. 80°13'57"W.)

Allegheny County Airport, PA

(Lat. 40°21'16"N., long. 79°55'48"W.)

STARG OM

(Lat. 40°29'15"N., long 80°22'14"W.)

That airspace extending upward from 700 feet above the surface within a 7.9 mile radius of Greater Pittsburgh International Airport and within 3.1 miles each side of the Greater Pittsburgh Runway 10R localizer course extending from the 7.9-mile radius to 5.7 miles west of the STARG OM and within a 6.6-mile radius of Allegheny County Airport.

\* \* \* \* \*

Issued in Jamaica, New York on August 13, 2001.

**Richard J. Ducharme,**

*Acting Assistant Manager, Air Traffic Division, Eastern Region.*

[FR Doc. 01-21612 Filed 8-27-01; 8:45 am]

**BILLING CODE 4910-13-M**

**SOCIAL SECURITY ADMINISTRATION****20 CFR Part 404**

**RIN: 0960-AE42**

**Federal Old-Age, Survivors and Disability Insurance; Determining Disability and Blindness; Revision to Medical-Vocational Guidelines**

**AGENCY:** Social Security Administration.

**ACTION:** Final rules.

**SUMMARY:** We are clarifying section 201.00(h) of the medical-vocational guidelines in appendix 2 of subpart P of regulations part 404. This section provides guidance for evaluating disability in individuals under age 50 who have a severe impairment(s) that does not meet or equal in severity the criteria of any listed impairment in appendix 1 of subpart P, but who have a residual functional capacity for no more than the full range of sedentary work and cannot do any past relevant work. The revisions only clarify the current rules.

**DATES:** These rules will be effective September 27, 2001.

**FOR FURTHER INFORMATION CONTACT:** Georgia E. Myers, Regulations Officer, Social Security Administration, 6401 Security Boulevard, Baltimore, MD 21235-6401, 1-410-965-3632, or TTY 1-800-966-5609. For information on eligibility or filing for benefits, call our national toll-free number, 1-800-772-1213, or TTY 1-800-325-0778.

**SUPPLEMENTARY INFORMATION:** The Social Security Act (the Act) provides, in title II, for the payment of disability benefits to workers insured under the Act. Title II also provides, under certain circumstances, child's insurance benefits for persons who become disabled before age 22 and widow's and widower's insurance benefits based on disability for widows, widowers, and surviving divorced spouses of insured individuals. In addition, the Act provides, in title XVI, for supplemental security income (SSI) payments to persons who are disabled and have limited income and resources.

For adults under both the title II and title XVI programs, including persons claiming child's insurance benefits based on disability under title II,