

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71****[Airspace Docket No. 00–ACE–12]****Amendment to Class E Airspace; Oelwein, IA; Correction****AGENCY:** Federal Aviation Administration, DOT.**ACTION:** Direct final rule; confirmation of effective date and correction.

SUMMARY: This document confirms the effective date of a direct final rule which revises the Class E airspace at Oelwein, IA, and corrects an error in the name of the Nondirectional Radio Beacon (NDB) as published in the **Federal Register** July 3, 2000 (65 FR 40990), Airspace Docket No. 00–ACE–12.

DATES: The direct final rule published at 65 FR 40990 is effective on 0901 UTC, November 30, 2000.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329–2525.

SUPPLEMENTARY INFORMATION:**History**

On July 3, 2000, the FAA published in the **Federal Register** a direct final rule; request for comments which revises the Class E airspace at Oelwein, IA (FR document 00–16662, 65 FR 40990, Airspace Docket No. 00–ACE–12). An error was subsequently discovered that the Hampton NDB should be the Oelwein NDB. This action corrects that error. After careful review of all available information 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 airspace designation 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 November 30, 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, the airspace designation for Oelwein Municipal Airport, as published in the **Federal Register** on July 3, 2000 (65 FR 40990), **Federal Register** Document 00–16662; page 40991, column two) is corrected as follows:

§ 71.1 [Corrected]**ACE IA E5 Oelwein, IA [Corrected]**

On page 40991, in the second column, in the text header, line four, remove Hampton NDB and substitute Oelwein NDB.

Issued in Kansas City, MO, on September 5, 2000.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division, Central Region.

[FR Doc. 00–23813 Filed 9–15–00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71****[Airspace Docket No. 00–ACE–26]****Amendment to Class E Airspace; Pella, IA****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Direct final rule; request for comments.

SUMMARY: This action amends the Class E airspace area at Pella Municipal Airport, Pella, IA. The FAA has developed Area Navigation (RNAV) Z Runway (RWY) 16, RNAV Z RWY 34, RNAV Y RWY 16 and RNAV Y RWY 34 Standard Instrument Approach Procedures (SIAPs) to serve Pella Municipal Airport, Pella, IA. Additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate these SIAPs and for Instrument Flight Rules (IFR) operations at this airport. The enlarged area will contain the RNAV Z RWY 16, RNAV Z RWY 34, RNAV Y RWY 16 and RNAV Y RWY 34 SIAPs in controlled airspace.

In addition a minor revision to the Airport Reference Point (ARP) is included in this document.

The intended effect of this rule is to provide controlled Class E airspace for aircraft executing RNAV Z RWY 16, RNAV Z RWY 34, RNAV Y RWY 16 and RNAV Y RWY 34 SIAPs, revise the ARP and to segregate aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual conditions.

DATES: This direct final rule is effective on 0901 UTC, January 25, 2001.

Comments for inclusion in the Rules Docket must be received on or before November 20, 2000.

ADDRESSES: Send comments regarding the rule in triplicate: Manager, Operations and Airspace Branch, Air Traffic Division, ACE–530, DOT Regional Headquarters Building, Federal Aviation Administration, Docket Number 00–ACE–26, 901 Locust, Kansas City, MO 64106.

The official docket may be examined in the Office of the Regional Counsel for the Central Region at the same address between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329–2525.

SUPPLEMENTARY INFORMATION: The FAA has developed RNAV Z RWY 16, RNAV Z RWY 34, RNAV Y RWY 16 and RNAV Y RWY 34 SIAPs to serve the Pella Municipal Airport, Pella, IA. The amendment to Class E airspace at Pella, IA, will provide additional controlled airspace at and above 700 feet AGL in order to contain the SIAPs within controlled airspace, and thereby facilitate separation of aircraft operating under Instrument Flight Rules (IFR). The amendment at Pella Municipal Airport, IA, will provide additional controlled airspace for aircraft operating under IFR and revise the ARP. The area will be depicted on appropriate aeronautical charts. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9G, dated September 10, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.