

0937; Airspace Docket No. 09-ASO-27. 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 February 11, 2010. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, Georgia, on April 9, 2010.

**Myron A. Jenkins,**

*Acting Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2010-8838 Filed 4-20-10; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2009-0739; Airspace Docket No. 09-AEA-14]

#### Establishment of Class E Airspace; Fort A.P. Hill, VA

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

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This action confirms the effective date of a direct final rule published in the **Federal Register** December 7, 2009 that establishes Class E airspace at Fort A.P. Hill, VA.

**DATES:** Effective Date: 0901 UTC, April 21, 2010.

**FOR FURTHER INFORMATION CONTACT:** Melinda Giddens, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5610.

#### SUPPLEMENTARY INFORMATION:

##### Confirmation of Effective Date

The FAA published this direct final rule with a request for comments in the **Federal Register** on December 7, 2009 (74 FR 63974), Docket No. FAA-2009-0739; Airspace Docket No. 09-AEA-14. 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 February 11, 2009. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, Georgia, on April 9, 2010.

**Myron A. Jenkins,**

*Acting Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2009-0061; Airspace Docket No. 09-ASO-10]

#### Establishment of Class E Airspace; Mountain City, TN

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

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This action confirms the effective date of a direct final rule published in the **Federal Register** December 7, 2009 that establishes Class E airspace at Johnson County Airport, Mountain City, TN.

**DATES:** Effective Date: 0901 UTC, April 21, 2010.

**FOR FURTHER INFORMATION CONTACT:** Melinda Giddens, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5610.

#### SUPPLEMENTARY INFORMATION:

##### Confirmation of Effective Date

The FAA published this direct final rule with a request for comments in the **Federal Register** on December 7, 2009 (74 FR 63976), Docket No. FAA-2009-0061; Airspace Docket No. 09-ASO-10. 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 February 11, 2010. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, Georgia, on April 9, 2010.

**Myron A. Jenkins,**

*Acting Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2010-0003; Airspace Docket No. 09-ANE-104]

#### Modification of Jet Routes J-37 and J-55; Northeast United States

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Jet Routes J-37 and J-55 by terminating the routes at navigation aid facilities prior to the U.S./Canadian border. The FAA is taking this action to support the En Route Automation Modernization (ERAM) program.

**DATES:** Effective 0901 UTC, June 3, 2010. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, Airspace and Rules Group, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### Background

On Thursday, February 4, 2010, the FAA published in the **Federal Register** a notice of proposed rulemaking to modify jet routes J-37 and J-55 (75 FR 5704). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

Currently J-37 terminates at a point in space on the U.S./Canadian border rather than at a navigation aid facility or established navigation fix. Similarly, J-55 crosses the border at an undefined point in space and extends into