

**FEDERAL HOUSING FINANCE
AGENCY****12 CFR Part 1291****Federal Home Loan Banks' Affordable
Housing Program***CFR Correction*

In Title 12 of the Code of Federal Regulations, Part 1100 to End, revised as of January 1, 2014, on page 344, in § 1291.5, in paragraphs (c)(13)(iii)(A) and (B) remove the term “951.9 of this part” and add “1291.9” in its place, and on page 345, in paragraph (c)(14)(iii), remove the term “951.8, and 951.9, respectively, of this part” and add in its place “1291.8, and 1291.9”.

[FR Doc. 2014–30469 Filed 12–24–14; 8:45 am]

BILLING CODE 1505–01–D

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 65**

[Docket No.: FAA–FAA–2014–1000; Amdt. No. 65–56A]

RIN 2120–AK40

**Elimination of the Air Traffic Control
Tower Operator Certificate for
Controllers Who Hold a Federal
Aviation Administration Credential
With a Tower Rating; Correction**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments; correction.

SUMMARY: The FAA is correcting a final rule with request for comments, published on December 16, 2014 (79 FR 74607). In that final rule, the FAA amended its regulations to eliminate the requirement for an air traffic control tower operator to hold a control tower operator certificate if the individual also holds a Federal Aviation Administration Credential with a tower rating (FAA Credential). In that document, the FAA inadvertently made an error in the part heading for 14 CFR part 65. This document corrects that error.

DATES: This correction will become effective on February 17, 2015.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact Michele Cappelle, Air Traffic Safety Oversight Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267–5205; email michele.cappelle@faa.gov.

SUPPLEMENTARY INFORMATION:**Background**

On December 16, 2014, the FAA published a final rule with request for comments, entitled “Elimination of the Air Traffic Control Tower Operator Certificate for Controllers Who Hold a Federal Aviation Administration Credential with a Tower Rating” (79 FR 74607).

In that final rule, the FAA revised the requirement for an air traffic control tower operator to hold a control tower operator certificate if the individual also holds a Federal Aviation Administration Credential with a tower rating (FAA Credential). In that final rule, the FAA inadvertently printed the incorrect part heading for part 65 of Title 14, Code of Federal Regulations.

Correction

In FR Doc. 2014–29386, beginning on page 74611 in the **Federal Register** of December 16, 2014, make the following correction.

Correction to Regulatory Text

1. On page 74611, in the third column, revise the heading of Part 65 to read as follows:

**PART 65—CERTIFICATION: AIRMEN
OTHER THAN FLIGHT
CREWMEMBERS**

* * * * *

Issued under authority provided by 49 U.S.C. 106(f), in Washington, DC, on December 19, 2014.

Brenda D. Courtney,

Acting Director, Office of Rulemaking.

[FR Doc. 2014–30269 Filed 12–24–14; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 91**

[Docket No.: FAA–2014–0225; Amdt. No. 91–331A]

RIN 2120–AK56

**Prohibition Against Certain Flights in
the Simferopol (UKFV) and
Dnipropetrovsk (UKDV) Flight
Information Regions (FIRs)**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Immediately adopted final rule.

SUMMARY: This action amends Special Federal Aviation Regulation (SFAR) No. 113, “Prohibition Against Certain Flights in the Simferopol (UKFV) Flight

Information Region (FIR),” which prohibited certain flight operations in a portion of the Simferopol (UKFV) FIR by all U.S. air carriers; U.S. commercial operators; persons exercising the privileges of a U.S. airman certificate, except when such persons are operating a U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except when such operators are foreign air carriers. This action expands the area in which flight operations by persons subject to SFAR No. 113 are prohibited, to include all of the Simferopol (UKFV) FIR, as well as the entire Dnipropetrovsk (UKDV) FIR. The FAA finds this action to be necessary to prevent a potential hazard to persons and aircraft engaged in such flight operations.

DATES: This final rule is effective on December 29, 2014.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact Will Gonzalez, Air Transportation Division, AFS–220, Flight Standards Service Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone 202–267–8166; email will.gonzalez@faa.gov.

For legal questions concerning this action, contact Robert Frenzel, Office of the Chief Counsel, AGC–200, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267–7638; email robert.frenzel@faa.gov.

SUPPLEMENTARY INFORMATION:**Good Cause for Immediate Adoption**

Section 553(b)(3)(B) of title 5, U.S. Code, authorizes agencies to dispense with notice and comment procedures for rules when the agency for “good cause” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” In this instance, the FAA finds that notice and public comment to this immediately adopted final rule, as well as any delay in the effective date of this rule, are contrary to the public interest due to the immediate need to address the potential hazard to civil aviation that now exists in the Simferopol (UKFV) and Dnepropetrovsk (UKDV) FIRs, as described in the Background section of this Notice.

Authority for This Rulemaking

The FAA is responsible for the safety of flight in the United States (U.S.) and for the safety of U.S. civil operators, U.S.-registered civil aircraft, and U.S.-certificated airmen throughout the world. The FAA’s authority to issue rules on aviation safety is found in title