

revoke Class E airspace at Lafayette, Aretz Airport, IN (64 FR 31527). The proposal was to revoke the existing controlled airspace due to cancellation of all instrument approach procedures for the airport. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

### The Rule

This amendment to 14 CFR part 71 revokes Class E airspace at Lafayette, Aretz Airport, IN. The area will be removed from appropriate aeronautical charts.

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); and (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 a 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—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 95665, 3 CFR, 1959–1963 Comp., p. 389.

### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

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

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### AGL IN E5 Lafayette, Aretz Airport, IN [Removed]

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Issued in Des Plaines, Illinois on August 17, 1999.

**Christopher R. Blum,**

*Manager, Air Traffic Divisions.*

[FR Doc. 99-22293 Filed 8-26-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 71

[Airspace Docket No. 99-AGL-34]

### Modification of Class E airspace; Escanaba, MI

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

**ACTION:** Final rule.

**SUMMARY:** This notice modifies Class E airspace at Escanaba, MI. A Instrument Landing System (ILS) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 9 has been developed for Delta Country Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action increases the radius of the existing controlled airspace for this airport.

**EFFECTIVE DATE:** 0901 UTC, November 04, 1999.

**FOR FURTHER INFORMATION CONTACT:** Annette Davis, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

**SUPPLEMENTARY INFORMATION:**

### History

On Friday, June 11, 1999, the FAA proposed to amend 14 CRF part 71 to modify Class E airspace at Escanaba, MI (64 FR 31526). The proposal was to add

controlled airspace extending upward from 700 to 1200 feet AGL to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comment objecting to the proposal were received. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, 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.

### The Rule

This amendment to 14 CFR part 71 modifies Class E airspace at Escanaba, MI, to accommodate aircraft executing the proposed ILS Rwy 9 SIAP at Delta County Airport by modifying the existing controlled airspace. The area will be depicted on appropriate aeronautical charts.

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); and (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 a 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—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS**

1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 95665, 3 CFR, 1959–1963 Comp., p. 389.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

**AGL MI E2 Escanaba, MI [Revised]**

Escanaba, Delta County Airport, MI

Lat. 45° 43' 22"N., long. 87° 05' 37"W.)

Escanaba VORTAC

Lat. 45° 43' 22"N., long. 87° 05' 23"W.)

Within a 4.3-mile radius of the Escanaba, Delta County Airport, and within 2.6 miles each side of the Escanaba VORTAC 007° radial, extending from the 4.3-mile radius to 7.4 miles north of the VORTAC, and within 2.6 miles each side of the Escanaba VORTAC 101° radial, extending from the 4.3-mile radius to 7.4 miles east of the VORTAC, and within 2.6 miles each side of the Escanaba VORTAC 266° radial, extending from the 4.3-mile radius to 7.0 miles west of the VORTAC, and within 3.2-miles each side of the Escanaba VORTAC 171° radial, extending from the 4.3-mile radius to 7.0 miles south of the VORTAC.

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Issued in Des Plaines, Illinois on August 17, 1999.

**Christopher R. Blum**

*Manager, Air Traffic Division.*

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**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary**

**14 CFR Parts 257, 258 and 399**

[Docket Nos. OST–95–179, OST–95–623, and OST–95–177]

RIN 2105–AC10, 2105–AC17

**Petitions Involving the Effective Dates of the Disclosure of Code-Sharing Arrangements and Long-Term Wet Leases Final Rule, and the Disclosure of Change-of-Gauge Services Final Rule.**

**AGENCY:** Office of the Secretary (OST), Department of Transportation.

**ACTION:** Final rule and notice of effective and compliance dates.

**SUMMARY:** On March 15, 1999, we issued two new rules, the Disclosure of Code-Sharing Arrangements and Long-Term Wet Leases Rule, 14 CFR part 257 (“Code-Share Rule”), and the Disclosure of Change-of-Gauge Services Rule, 14 CFR part 258 (“Change-of-Gauge Rule”), to enable consumers to make informed choices about their air transportation and to travel without undue confusion. Both rules were to take effect on July 13. On July 9, in response to petitions to delay the rules’ effective date, we issued a Final Rule and Notice of Proposed Disposition (see 64 FR 38111, July 15, 1999), delaying the effective date for both rules until August 25, 1999, and giving interested parties until July 30 to comment on our proposal to delay the compliance date of portions of both rules further, until March 15, 2000. We are adopting our proposal as a final rule, as clarified below, and amending both disclosure rules to reflect the new compliance dates.

**DATES:** The effective date of 14 CFR part 257, published at 64 FR 12851–12852 (March 15, 1999), and new § 257.6, published herein, is August 25, 1999. The date on which compliance with § 257.5(a), § 257.5(b) (insofar as compliance requires reprogramming by Computer Reservations Systems), and § 257.5(c) is mandatory is March 15, 2000; compliance with all other sections is mandatory as of August 25, 1999.

The effective date of 14 CFR part 258, published at 64 FR 12860 (March 15, 1999), and new § 258.6, published herein, is August 25, 1999. The date on which compliance with § 258.5(c) is mandatory is March 15, 2000; compliance with all other sections is mandatory as of August 25, 1999.

The removal of 14 CFR 399.88, published at 64 FR 12852 (March 15, 1999), is effective August 25, 1999.

**FOR FURTHER INFORMATION CONTACT:**

Betsy L. Wolf, Senior Trial Attorney, Office of Aviation Enforcement and Proceedings (202–366–9359), Office of the General Counsel, U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:**

**Background**

On March 15, 1999, we adopted two new disclosure rules, the Code-Share Rule and the Change-of-Gauge Rule, under 49 U.S.C. § 41712, our authority to prohibit unfair and deceptive practices and unfair methods of competition. The rules will protect consumers of air transportation by ensuring that they are told the nature of service they are considering before they decide to buy it and then by giving them written information to help them avoid confusion and mishaps, such as missed flights or connections, during their transportation. Each rule codifies and augments existing disclosure requirements for air carriers<sup>1</sup> and also sets new disclosure requirements for ticket agents. Among other things, the Code-Share Rule (14 CFR Part 257) requires air carriers involved in code-sharing arrangements or long-term wet leases to identify those arrangements in the written or electronic schedule information they provide to the public, in the Official Airline Guide and comparable publications, and in Computer Reservations Systems (“CRSs”) with an asterisk or comparable mark and to disclose the transporting carrier’s corporate name and any other name under which the service is held out to the public (§ 257.5(a)). The rule also requires air carriers and ticket agents to disclose this information orally to prospective passengers before booking transportation (§ 257.5(b)) and then to provide this information in a written notice once a consumer has booked a flight involving a code-share arrangement or a long-term wet lease (§ 257.5(c)). The Change-of-Gauge rule (14 CFR part 258) has comparable requirements for service with one flight number that requires a change of aircraft en route (§ 258.5). For many if not most air carriers and for all ticket agents, the ability to comply fully with the above requirements hinges on the CRSs’ capability both to display all of the relevant information and to print it as the required written notice.

The rules were scheduled to take effect on July 13. Beginning in late April, we received several petitions

<sup>1</sup> As used in this discussion, the term “air carriers” means both U.S. carriers and foreign carriers.