certificate to modify any other model included on Type Certificate No. A2NM, to incorporate the same novel or unusual design feature, the special conditions would apply to that model as well.

**Conclusion**

This action affects only certain novel or unusual design features on one model-series of airplanes. It is not a rule of general applicability and it affects only the applicant who applied to the FAA for approval of these features on the airplane.

Under standard practice, the effective date of final special conditions would be 30 days after the date of publication in the **Federal Register**; however, as the return-to-service date for the Boeing Model 757 series airplane, modified by Continental Airlines, Inc., is imminent, the FAA finds that good cause exists to make these special conditions effective upon issuance.

**List of Subjects in 14 CFR Part 25**

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

The authority citation for these special conditions is as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

**The Special Conditions**

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type-certification basis for Boeing Model 757 series airplanes modified by Continental Airlines, Inc.

1. Except as provided in paragraph 3 of these special conditions, compliance with 14 CFR part 25, appendix F, parts IV and V, heat release and smoke emission, is required for seats that incorporate non-traditional, large, non-metallic panels that may either be a single component or multiple components in a concentrated area in their design.

2. The applicant may designate up to and including 1.5 square feet of non-traditional, non-metallic panel material per seat place that does not have to comply with special condition (1), above. A triple-seat assembly may have a total of 4.5 square feet excluded on any portion of the assembly (e.g., outboard-seat place 1 square foot; middle, 1 square foot; and inboard, 2.5 square feet).

3. Seats do not have to meet the test requirements of 14 CFR part 25, appendix F, parts IV and V, when installed in compartments that are not otherwise required to meet these requirements. Examples include:

a. Airplanes with passenger capacities of 19 or fewer,

b. Airplanes that do not have § 25.853, Amendment 25–61 or later, in their certification basis and do not need to comply with the requirements of 14 CFR 121.312, and

c. Airplanes exempted from § 25.853, Amendment 25–61 or later.

Issued in Renton, Washington, on December 18, 2009.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E9–31121 Filed 12–31–09; 8:45 am]

BILLING CODE 4910–13–P

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## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

**[Docket No. FAA–2009–0602; Airspace Docket No. 09–AEA–13]**

## Establishment of Class E Airspace; Spencer, WV

**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 that establishes Class E Airspace at Spencer, WV. This action enhances the safety and airspace management of Boggs Field Airport, Spencer, WV.

**DATES:** Effective 0901 UTC, December 17, 2009. The Director of the Federal Register approves this incorporation by reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**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 a direct final rule with request for comments establishing Class E Airspace at Boggs Field Airport, Spencer, WV, in the **Federal Register** on October 19, 2009 (74 FR 53407), Docket No. FAA–2009–0602; Airspace Docket No. 09–AEA–13. 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 December 17, 2009. No adverse comments were received, and thus this notice confirms that effective date.

* * * * *

Issued in College Park, Georgia, on December 15, 2009.

**Barry A. Knight,**

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

[FR Doc. E9–30801 Filed 12–31–09; 8:45 am]

BILLING CODE 4910–13–P

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## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

**[Docket No. FAA–2009–0203; Airspace Docket No. 09–ASO–12]**

## Modification of Class D and E Airspace; Albemarle, NC

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

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

**SUMMARY:** This action confirms the effective date of a direct final rule published in the **Federal Register** May 6, 2009, that modifies Class D and Class E airspace at Stanly County Airport, Albemarle, NC. This action also corrects the True bearing used in the Class D airspace description that was stated incorrectly.

**DATES:** Effective 0901 UTC, February 11, 2010. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Melinda Giddens, Operations Support Group, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; Telephone (404) 305–5610, Fax 404–305–5572.

**SUPPLEMENTARY INFORMATION:**

**History**

The rule modifying Class D and E airspace for Stanly County Airport, Albemarle, NC, published in the **Federal Register** May 6, 2009 (74 FR

20869), became effective August 27, 2009. Subsequent to the effective date of the rule, the FAA found that the True bearing in the Class D description for Stanly County Airport was stated incorrectly. This action corrects that error.

**Correction**

Accordingly, pursuant to the authority delegated to me, the reference to FAA Order 7400.9 for FR Doc. E9–10397, FAA Airspace Docket No. 09–ASO–12, as published in the **Federal Register** May 6, 2009 (74 FR 20869), is corrected as follows:

On page 20870, column two, line 38, amend the language to read

**71.1 [Amended]**

* * * * *

''* * * 037° bearing from Stanly County Airport to 7.8 miles northeast.''

**Confirmation of Effective Date**

The FAA published this direct final rule with a request for comments modifying Class D and E airspace, Albemarle, NC in the **Federal Register** on May 6, 2009 (74 FR 20869), Docket No. FAA–2009–0203; Airspace Docket No. 09–ASO–12. 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 August 27, 2009. No adverse comments were received, and thus this notice confirms that effective date.

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Issued in College Park, Georgia, on December 9, 2009.

**Barry A. Knight,**

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

[FR Doc. E9–30286 Filed 12–31–09; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

**[Docket No. FAA–2009–0651; Airspace Docket No. 09–AEA–15]**

## Modification of Class E Airspace; Beckley, WV

**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** that modifies Class E airspace at Raleigh County Memorial Airport, Beckley, WV. This rule increases the safety and management of the aircraft operations at Raleigh County Memorial Airport.

**DATES:** Effective 0901 UTC, December 17, 2009. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Melinda Giddens, Operations Support Group, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; Telephone (404) 305–5610, Fax 404–305–5572.

**SUPPLEMENTARY INFORMATION:**

**Confirmation of Effective Date**

The FAA published a direct final rule with request for comments modifying Class E Airspace at Raleigh County Memorial Airport, Beckley, WV, in the **Federal Register** on October 19, 2009 (74 FR 53408), Docket No. FAA–2009–0651; Airspace Docket No. 09–AEA–15). 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 December 17, 2009. No adverse comments were received, and thus this notice confirms that effective date.

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Issued in College Park, Georgia, on December 15, 2009.

**Barry A. Knight,**

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

[FR Doc. E9–30800 Filed 12–31–09; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

**[Docket No. FAA–2009–0652; Airspace Docket 09–ASO–21]**

## Modification of Class E Airspace; Sarasota, FL

**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** that modifies the Class E airspace at Sarasota/Bradenton International Airport, Sarasota, FL. This rule increases the safety and management of the aircraft operations at Sarasota/Bradenton International Airport.

**DATES:** *Effective Date:* 0901 UTC, December 17, 2009. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Melinda Giddens, Operations Support, 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 a direct final rule with request for comments modifying Class E Airspace at Sarasota/Bradenton International Airport, Sarasota, FL, in the **Federal Register** on September 14, 2009 (74 FR 46898), Docket No. FAA–2009–0652; Airspace Docket 09–ASO–21. 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