

Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it establishes controlled airspace at Death Valley, CA.

#### 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, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR Part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 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 7400.9S, Airspace Designations and Reporting Points, signed October 3, 2008, and effective October 31, 2008 is amended as follows:

*Paragraph 6006. En Route Domestic Airspace Areas.*

#### AWP CA E6 Death Valley, CA [New]

Clarr Intersection

(Lat. 35°40'32" N., long. 115°40'47" W.)

That area extending upward from 1,200 feet above the surface within an area beginning at lat. 36°51'00" N., long. 116°33'33" W.; thence northwest to lat. 36°56'33" N., long. 117°11'21" W.; thence southeast to lat. 35°34'30" N., long. 116°23'30" W.; thence southeast to lat. 35°17'29" N., long. 116°10'01" W.; thence northeast along VOR Federal Airway V–394 to the Clarr Intersection; thence northwest along VOR Federal Airway V–135 to lat. 36°29'00" N., long. 116°26'33" W.; thence north to lat. 36°46'00" N., long. 116°26'33" W.; thence to the point of origin.

Issued in Seattle, Washington, on March 13, 2009.

#### Clark Desing,

Manager, Operations Support Group, Western Service Center.

[FR Doc. E9–6999 Filed 3–27–09; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2008–1108; Airspace Docket No. 08–AWP–11]

#### Modification of Class E Airspace; Reno, NV

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

**ACTION:** Final rule.

**SUMMARY:** This action will modify Class E airspace at Reno/Tahoe International Airport, Reno, NV. Additional controlled airspace is necessary to accommodate aircraft using the Localizer (LOC) Z Runway 16R approach at Reno/Tahoe International Airport, Reno, NV. This action will enhance the safety and management of aircraft operations at the airport. This action also amends the airport name and makes a minor change to the geographic coordinates of the airport and the VORTAC.

**DATES:** *Effective Date:* 0901 UTC, July 2, 2009. 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:

Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue, SW., Renton, WA 98057; telephone (425) 203–4537.

#### SUPPLEMENTARY INFORMATION:

#### History

On December 18, 2008, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish additional controlled airspace at Reno/Tahoe International Airport, Reno, NV, (73 FR 76986). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Subsequent to publication, the FAA found that a minor change to the geographic coordinates of the airport and the VORTAC is needed to coincide with the FAA's National Aeronautical Charting Office. Also, the airport's name will be amended to read as Reno/Tahoe International Airport, from Reno/ Cannon International Airport.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9S signed October 3, 2008, and effective October 31, 2008, which is

incorporated by reference in 14 CFR part 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

#### The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying the Class E airspace at Reno, NV. Additional controlled airspace is necessary to accommodate aircraft using the Localizer (LOC) Z Runway 16R approach at Reno/Tahoe International Airport, Reno, NV. With the exception of editorial changes, and the changes described above, this rule is the same as that proposed in the NPRM.

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, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the U.S. Code. Subtitle 1, Section 106, discusses the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it modifies controlled airspace at Reno/Tahoe International Airport, Reno, NV.

#### 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, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 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 7400.9S, Airspace Designations and Reporting Points, signed October 3, 2008, and effective October 31, 2008 is amended as follows:

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

\* \* \* \* \*

**AWP NV E5 Reno, NV [Modified]**

Reno/Tahoe International Airport, NV  
(Lat. 39°29'57" N., long. 119°46'05" W.)  
Mustang VORTAC  
(Lat. 39°31'53" N., long. 119°39'22" W.)

That airspace extending upward from 700 feet above the surface beginning at lat. 40°00'20" N., long. 120°00'04" W.; thence clockwise via the 32.0-mile radius of the Reno/Tahoe International Airport to lat. 40°01'31" N., long. 119°40'01" W.; to lat. 39°49'35" N., long. 119°34'05" W.; thence clockwise via the 21.7-mile radius to lat. 39°25'12" N., long. 119°18'45" W.; to lat. 39°13'00" N., long. 119°47'04" W.; to lat. 39°08'20" N., long. 119°47'04" W.; to lat. 39°10'20" N., long. 120°00'04" W., to the point of beginning. That airspace extending upward from 1,200 feet above the surface within a 39.1-mile radius of the Mustang VORTAC excluding the area east of long. 119°00'04" W., and west of long. 120°19'04" W.; and that airspace northwest of

the Reno/Tahoe International Airport extending from the 39.1-mile radius bounded on the northeast by the southwest edge of V-452 and on the west by long. 120°19'04" W. That airspace extending upward from 13,100 feet MSL beginning at lat. 38°54'56" N., long. 119°22'47" W.; thence clockwise via the 39.1-mile radius to the eastern edge of V-165, thence southbound along the eastern edge of V-165 to the northern edge of V-244, thence eastbound to lat. 38°04'00" N., long. 119°15'24" W., to the point of beginning. That airspace extending upward from 12,300 feet MSL beginning at lat. 38°52'20" N., long. 119°35'44" W.; to lat. 38°52'20" N., long. 119°47'54" W.; to lat. 38°28'00" N., long. 119°52'44" W.; to lat. 38°01'30" N., long. 119°51'34" W.; to lat. 38°01'00" N., long. 119°38'04" W.; to lat. 38°27'30" N., long. 119°33'44" W., to the point of beginning.  
\* \* \* \* \*

Issued in Seattle, Washington, on March 19, 2009.

**H. Steve Karnes,**

*Acting Manager, Operations Support Group, Western Service Center.*

[FR Doc. E9–6994 Filed 3–27–09; 8:45 am]

**BILLING CODE 4910–13–P**

**ACTION:** Final rule.

**SUMMARY:** Pursuant to section 215 of the Federal Power Act, the Commission approves three revised Reliability Standards developed by the North American Electric Reliability Corporation (NERC), which the Commission has certified as the Electric Reliability Organization responsible for developing and enforcing mandatory Reliability Standards. The three revised Reliability Standards, designated by NERC as FAC-010-2, FAC-011-2 and FAC-014-2, set requirements for the development and communication of system operating limits of the Bulk-Power System for use in the planning and operation horizons. In addition, the Commission approves, with modifications, the violation severity levels for the three Reliability Standards.

**DATES: Effective Date:** This rule will become effective April 29, 2009.

**FOR FURTHER INFORMATION CONTACT:**

Cory Lankford (Legal Information), Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426, (202) 502–6711.

Cynthia Pointer (Technical Information), Office of Electric Reliability, Division of Reliability Standards, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426, (202) 502–6069.

**SUPPLEMENTARY INFORMATION:**

**DEPARTMENT OF ENERGY**

**Federal Energy Regulatory Commission**

**18 CFR Part 40**

**[Docket No. RM08–11–000; Order No. 722]**

**Version Two Facilities Design, Connections and Maintenance Reliability Standards**

Issued March 20, 2009.

**AGENCY:** Federal Energy Regulatory Commission.

**TABLE OF CONTENTS**

	Paragraph numbers
I. Background .....	2
A. Mandatory Reliability Standards .....	2
B. NERC's Proposed Version Two FAC Reliability Standards .....	3
C. Notice of Proposed Rulemaking .....	5
II. Discussion .....	9
A. Load Greater Than Studied .....	12
B. Cascading Outages .....	17
C. Loss of Consequential Load .....	21
D. Violation Severity Levels .....	26
1. General Matters .....	32
2. Assignment of Violation Severity Levels to Sub-Requirements NERC Filing .....	37
3. Removal of Unnecessary Violation Severity Level Assignments NERC Filing .....	47
4. Compliance With the Commission's Violation Severity Level Guidelines .....	51
a. Requirement R1 of FAC-010-2 and FAC-011-2 NERC Filing .....	54
b. FAC-010-2 Requirement R4 NERC Filing .....	60
c. FAC-011-2, Requirement R3 NERC Filing .....	66
d. FAC-011-2, Requirement R4 NERC Filing .....	72
e. FAC-014-2, Requirements R1 Through R4 NERC Filing .....	76
f. FAC-014-2, Requirement R5 NERC Filing .....	82
g. FAC-014-2, Requirement R6 NERC Filing .....	85
E. Violation Risk Factors .....	90
F. WECC Regional Differences .....	94