

Under these circumstances, the Administrator of the Animal and Plant Health Inspection Service has determined that this action will not have a significant economic impact on a substantial number of small entities.

Executive Order 12988

This final rule allows kiwi to be imported into the United States from Chile. State and local laws and regulations regarding kiwi imported under this rule will be preempted while the fruit is in foreign commerce. Fresh fruits are generally imported for immediate distribution and sale to the consuming public, and remain in foreign commerce until sold to the ultimate consumer. The question of when foreign commerce ceases in other cases must be addressed on a case-by-case basis. No retroactive effect will be given to this rule, and this rule will not require administrative proceedings before parties may file suit in court challenging this rule.

Paperwork Reduction Act

This final rule contains no new information collection or recordkeeping requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

Lists of Subjects in 7 CFR Part 319

Coffee, Cotton, Fruits, Imports, Logs, Nursery stock, Plant diseases and pests, Quarantine, Reporting and recordkeeping requirements, Rice, Vegetables.

Accordingly, we are amending 7 CFR part 319 as follows:

PART 319—FOREIGN QUARANTINE NOTICES

■ 1. The authority citation for part 319 continues to read as follows:

Authority: 7 U.S.C. 450, 7701–7772, and 7781–7786; 21 U.S.C. 136 and 136a; 7 CFR 2.22, 2.80, and 371.3.

■ 2. Section 319.56–53 is amended as follows:

- a. By revising the section heading;
- b. By revising the introductory paragraph;
- c. By redesignating paragraphs (a), (b), (c), (d), and (e) as paragraphs (b), (c), (d), (e), and (f), respectively, and adding a new paragraph (a);
- d. By revising the first and second sentences after the heading of newly designated paragraph (b);
- e. By revising the third sentence after the heading of newly designated paragraph (e), introductory text; and
- f. By revising newly designated paragraph (f).

The revisions and addition read as follows:

§ 319.56–53 Fresh kiwi and baby kiwi from Chile.

Fresh kiwi (*Actinidia deliciosa* and *Actinidia chinensis*) may be imported into the United States from Chile, and fresh baby kiwi (*Actinidia arguta*) may be imported into the continental United States from Chile under the following conditions:

(a) The national plant protection organization (NPPO) of Chile must provide a workplan to APHIS that details the activities that the NPPO of Chile will, subject to APHIS’ approval of the workplan, carry out to meet the requirements of this section.

(b) * * * The production site where the fruit is grown must be registered with the NPPO of Chile. Harvested kiwi and baby kiwi must be placed in field cartons or containers that are marked to show the official registration number of the production site. * * *

(e) * * * Kiwi in any consignment may be shipped to the United States, and baby kiwi in any consignment may be shipped to the continental United States, under the conditions of this section only if the consignment passes inspection as follows:

(f) *Phytosanitary certificate.* Each consignment of fresh kiwi and fresh baby kiwi must be accompanied by a phytosanitary certificate issued by the NPPO of Chile that contains an additional declaration stating that the fruit in the consignment was inspected and found free of *Brevipalpus chilensis* and was grown, packed, and shipped in accordance with the requirements of 7 CFR 319.56–53.

Done in Washington, DC, this 11th day of September 2015.

Michael C. Gregoire,
Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 2015–23383 Filed 9–16–15; 8:45 am]

BILLING CODE 3410–34–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2015–1623; Airspace Docket No. 15–AWP–10]

Amendment of Class E Airspace; Tracy, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, correction.

SUMMARY: This action corrects an error in a final rule published in the **Federal Register** of August 31, 2015, by amending the geographic coordinates of Tracy Municipal Airport, Tracy, CA, in Class E airspace. This does not affect the boundaries or operating requirements of the airspace.

DATES: Effective 0901 UTC, October 15, 2015. 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: Steve Haga, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA, 98057; Telephone: (425) 203–4563.

SUPPLEMENTARY INFORMATION:

History

The FAA published a final rule, in the **Federal Register**, amending Class E airspace extending upward from 700 feet above the surface at Tracy Municipal Airport, Tracy, CA (80 FR 52392 August 31, 2015). Subsequent to publication the FAA identified an error in the longitudinal coordinate of the airport reference point for Tracy Municipal Airport. This action corrects the error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of August 31, 2015 (80 FR 52392) FR Doc. 2015–21414, the longitude coordinate in the regulatory text on page 52393, column 2, line 10, is corrected as follows:

§ 71.1 [Amended]

AWP CA E5 Tracy, CA (Corrected)

- Remove “long. 121°26’31” W.” and add in its place “long. 121°26’30” W.”

Issued in Seattle, Washington, on September 08, 2015.

Christopher Ramirez,

Manager, Operations Support Group, Western Service Center.

[FR Doc. 2015-23271 Filed 9-16-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Chapter I

[Docket No.: FAA-2015-1006]

Discontinuation of Airport Advisory Service in the Contiguous United States, Puerto Rico, and Hawaii

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of policy.

SUMMARY: This action discontinues the availability Airport Advisory services within the contiguous United States, Puerto Rico, and Hawaii. The FAA is taking this action because the frequency of Remote Airport Advisories service use at the 19 locations within the contiguous United States, Puerto Rico, and Hawaii, no longer justifies the continuation of the service due to the lack of productivity.

DATES: Effective date October 1, 2015.

FOR FURTHER INFORMATION CONTACT: Alan Wilkes, Manager, Flight Service NAS Initiative Operations/Implementation, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone 202-267-7771; Fax (202) 267-6310; email Alan.Wilkes@faa.gov.

SUPPLEMENTARY INFORMATION:

History

On June 30, 2015, the FAA published in the **Federal Register** (80 FR 37356-37358) a notice of proposed policy to inform the public regarding proposed revisions to the criteria set forth in FAA Order 7110.10, Flight Services, Chapter 4, Section 4; and FAA Order 7210.3, Facility Operation and Administration, paragraph 13-4-5, so that the policy would apply to the State of Alaska only. Interested parties were invited to participate in this policy change by submitting written comments of the proposal. No comments were received.

Background

The criteria for providing Airport Advisory (AA) services at Flight Service Stations (FSS) is provided in FAA Order 7210.3, and specifies the criteria for providing Airport Advisory (AA) services; specifically, paragraph 13-4-5,

addresses Local Airport Advisory (LAA), Remote Airport Advisory (RAA) and Remote Airport Information Service (RAIS). Section (b) of that paragraph requires, in part, that Flight Service Stations provide RAA when the employee productivity factor is high enough to justify the cost of providing the service.¹

Currently, Lockheed Martin provides RAA services at 19 locations. At 18 of the 19 locations, a sample of historical data reflects that pilots contact the RAA service an average of less than 1 time per day. At Millville Municipal Airport in Millville, NJ, pilots contact the RAA service an average of 14 times per day.² The frequency of RAA service use no longer justifies the continuation of the service due to the lack of productivity.

The FAA will discontinue the requirement for FSSs to provide AA services in the contiguous United States, Puerto Rico, and Hawaii effective October 1, 2015, resulting in services no longer being available at the 19 locations. The AA services in the state of Alaska will not be affected by this change, and will remain due to the unique challenges presented by the remote mountainous terrain and weather conditions across the state.

Applicability

The FAA will revise the criteria set forth in FAA Order 7110.10, Chapter 4, Section 4; and FAA Order 7210.3, paragraph 13-4-5 to only be applicable to the State of Alaska, and AA services will be discontinued at locations within the CONUS, Puerto Rico, and Hawaii. Due to the policy change, RAA service would no longer be provided at the following airports:

Altoona-Blair County Airport (AOO), Altoona, Pennsylvania;
Columbia Regional Airport (COU), Columbia, Missouri;
Elkins-Randolph Airport (EKN), Elkins, West Virginia;
Huron Regional Airport (HON), Huron, South Dakota;
Jackson-McKellar-Sipes Regional Airport (MKL), Jackson, Tennessee;
Jonesboro Municipal Airport (JBR), Jonesboro, Arkansas;
Macon-Middle Georgia Regional Airport (MCN), Macon, Georgia;
Anderson Regional Airport (AND), Anderson, South Carolina;

¹ The facility's productivity factor is determined by dividing the annual RAA service count by 16,000. The productivity factor is compared to the number of employees used to provide the service and must be equal to or greater than the number of employees needed to provide the service. Normally about 2.5 employees are factored annually to provide 10 hours of service per day.

² Lockheed Martin contact history daily averages, July 12-26 and October 1-15, 2014.

Anniston Metropolitan Airport (ANB), Anniston, Alabama;
Casper-Natrona County International Airport (CPR), Casper, Wyoming;
Gainesville Regional Airport (GNV), Gainesville, Florida;
Grand Forks International Airport (GFK), Grand Forks, North Dakota;
Greenwood-Lefflore Airport (GWO), Greenwood, Mississippi;
Louisville-Bowman Field Airport (LOU), Louisville, Kentucky;
Millville Municipal Airport (MIV), Millville, New Jersey;
Prescott-Ernest A. Love Field Airport (PRC), Prescott, Arizona;
St. Louis-Spirit of St. Louis Airport (SUS), St. Louis, Missouri;
St. Petersburg-Clearwater International Airport (PIE), St. Petersburg, Florida; and
Miami-Kendall-Tamiami Executive Airport (TMB), Miami, Florida.

II. Additional Information

A. Availability of Documents

An electronic copy of rulemaking documents may be obtained from the Internet by—

1. Searching the Federal eRulemaking Portal (<http://www.regulations.gov>);
2. Visiting the FAA's Regulations and Policies Web page at http://www.faa.gov/regulations_policies or
3. Accessing the Government Printing Office's Web page at <http://www.gpo.gov/fdsys/>.

Copies may also be obtained by sending a request to the Federal Aviation Administration, Office of Rulemaking, ARM-1, 800 Independence Avenue SW., Washington, DC 20591, or by calling (202) 267-9680. Commenters must identify the docket or amendment number of this notice.

All documents the FAA considered in developing this notice, including economic analyses and technical reports, may be accessed from the Internet through the Federal eRulemaking Portal referenced in item (1) above.

Issued in Washington, DC, on August 25, 2015.

Jeanne Giering,

Director of Flight Services.

[FR Doc. 2015-21784 Filed 9-16-15; 8:45 am]

BILLING CODE 4910-13-P

PENSION BENEFIT GUARANTY CORPORATION

29 CFR Parts 4000, 4041A, and 4281

RIN 1212-AB28

Multiemployer Plans; Electronic Filing Requirements

AGENCY: Pension Benefit Guaranty Corporation.