

30 miles radius of lat. 36°48'52"N., long. 113°29'24"W., extending counterclockwise from the 256° bearing to the 166° bearing of lat. 36°48'52"N., long. 113°35'37"W.; excluding that portion of airspace within the Colorado City, AZ, 700 and 1,200 feet Class E airspace area; that portion of airspace within the Mesquite, NV, 700 feet Class E airspace; that portion of airspace for V-235 southeast of the Mormon Mesa VORTAC that portion of airspace for V-235 northeast of the Mormon Mesa VORTAC; that portion of airspace for V-21 northeast of the Mormon Mesa VORTAC.

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Issued in Seattle, Washington, on January 31, 2001.

Dan A. Boyle,

*Assistant Manager, Air Traffic Division,
Northwest Mountain Region.*

[FR Doc. 01-3647 Filed 2-12-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 01-ASO-1]

Establishment of Class E2 Airspace; Tri-City, TN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E2 airspace at Tri-City, for the Tri-City Regional Airport. The Tri-City Airport Traffic Control Tower is a part time facility. When the control tower is closed, Atlanta Air Route Traffic Control Center (ARTCC) provides approach control service. This requires establishment of Class E2 surface area airspace.

EFFECTIVE DATE: March 13, 2001.

FOR FURTHER INFORMATION CONTACT: Wade T. Carpenter, Jr., Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, PO Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

SUPPLEMENTARY INFORMATION:

History

The Tri-City Regional Airport lies within Class D airspace. The Tri-City Airport Traffic Control Tower hours of operation have changed and it is now a part time facility. When the control tower closes, Atlanta ARTCC provides approach control service for the Tri-City Regional Airport. Since the Atlanta ARTCC provides approach control service and the proper classification of airspace to accommodate aircraft

conducting standard instrument approach procedures is not available, flight safety interests may be affected. Accordingly, immediate corrective action is taken herein, in the interest of flight safety, to establish Class E2 airspace in the vicinity of Tri-City Regional Airport. Therefore, I find that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest. Designations for Class E are published in FAA Order 7400.9H, dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 14 CFR part 71.1. The Class E designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E2 airspace at Tri-City, TN.

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. It, therefore, (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 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9H, Airspace Designations and Reporting Points, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

Paragraph 6002 Class E Airspace Designated as Surface Areas.

* * * * *

ASO TN E2 Tri-City, TN [New]

Tri-City Regional Airport, TN
(Lat. 36°28'30"N, long. 82°24'27"W)

Tri-City Localizer
(Lat. 36°27'44"N, long. 82°25'22"W)

Within a 4.3-mile radius of Tri-City Regional Airport and within 2 miles each side of Tri-City localizer northeast course, extending from the 4.3-mile radius of Tri-City Regional Airport to the OM. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

Issued in College Park, Georgia, on January 23, 2001.

Wade T. Carpenter,

*Acting Manager, Air Traffic Division,
Southern Region.*

[FR Doc. 01-3651 Filed 2-12-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AAL-26]

RIN 2120-AA66

Modification and Revocation of VOR and Colored Federal Airways and Jet Routes; AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** on June 6, 2000. In that rule, the legal description of Colored Federal Airway Green 8 (G-8) contained an inadvertent error that excluded the Glenallen, AK, NDB Intersection from the description of G-8. This action corrects that error.

EFFECTIVE DATE: February 13, 2001.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence

Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION: On June 6, 2000, Airspace Docket No. 98-AAL-26 (65 FR 35822; FR Doc. 00-14044) was published for the modification and revocation of VOR and Colored Federal Airways, and Jet Routes in Alaska. Included in this rule was the amendment to the legal description of G-8 which omitted the Glenallen, AK, NDB Intersection. This action adds the Glenallen intersection to the legal description of G-8, thereby correcting this error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the legal description for Colored Federal Airway G-8, as published in the **Federal Register** on June 6, 2000 (65 FR 35822; FR Doc. 00-14044), and incorporated by reference in 14 CFR 71.1, is corrected as follows:

§ 71.1 [Corrected]

On page 35823, correct the legal description of the G-8, to read as follows:

Paragraph 6009 (a)—Green Federal Airways
* * * * *

G-8 [Revised]

From Shemya, AK, NDB, 20 AGL, Mount Moffet, NDB, AK; 20 AGL Dutch Harbor, AK, NDB; 20 AGL INT Dutch Harbor NDB 041° and Elfee, AK, NDB 253° bearings; 20 AGL Elfee NDB; 20 AGL Saldo, AK, NDB; INT Saldo NDB 054° and Kachemak, AK, NDB 269° bearings, to Kachemak NDB. From Campbell Lake, AK, NDB; INT Campbell Lake NDB 031° and Glenallen, AK, NDB 255° bearings; Glenallen NDB; INT Glenallen NDB 052° and Nabesna, AK, NDB 252° bearings; Nabesna NDB.

* * * * *

Issued in Washington, DC, on January 23, 2001.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

[FR Doc. 01-3642 Filed 2-12-01; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-AAL-07]

RIN 2120-AA66

Revision of VOR Federal V-480 and Jet Route J-120; AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final Rule

SUMMARY: This action revises Very High Frequency Omnidirectional Range (VOR) Federal Airway 480 (V-480) and Jet Route 120 (J-120) in Alaska by adding a routinely used route segment between Mt. Moffett and St. Paul Island, AK. The FAA is revising these routes for the following reasons: The conversion of this uncharted nonregulatory route to a VOR Federal airway and jet route will add additional instrument flight rules (IFR) airway and route infrastructure in Alaska; pilots will be provided with minimum en route altitudes and minimum obstruction clearance altitudes information; to establish controlled airspace, thus eliminating some of the commercial IFR operations in uncontrolled airspace; and to improve the management of air traffic operations and thereby enhance safety. **EFFECTIVE DATE:** 0901 UTC, March 22, 2001.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

On October 11, 2000, the FAA proposed to amend 14 CFR part 71 (part 71) to revise V-480 and J-120 (65 FR 60385). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received. With the exception of editorial changes, this amendment is the same as that proposed in the notice.

The Rule

The FAA is amending part 71 to revise V-480 and J-120 in Alaska. The revision to V-480 and J-120 will add a routinely used route segment between Mt. Moffett and St. Paul Island, AK. Presently, there is an uncharted nonregulatory route segment with the same routing as this airway and jet route revision. The current route is used by air carrier and general aviation aircraft. The FAA is revising these routes for the following reasons: (1) The conversion of this uncharted nonregulatory route to a VOR Federal airway and jet route will add additional IFR airway and route infrastructure in Alaska; (2) pilots would be provided with minimum en route altitudes and minimum obstruction clearance altitude information; (3) to establish controlled

airspace, thus eliminating some of the commercial IFR operations in uncontrolled airspace; and (4) to improve the management of air traffic operations and thereby enhance safety.

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.

Jet routes are published in paragraph 2004 and Alaskan VOR Federal airways are published in paragraph 6010(b) of FAA Order 7400.9H dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 14 CFR 71.1. The jet route and the Alaskan VOR Federal airway listed in this document will be published subsequently in the Order.

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 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 7400.9H, Airspace Designations and Reporting Points, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

Paragraph 2004—Jet Routes

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