

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

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ANM MT E5 Lewistown, MT [Revised]

Lewistown Municipal Airport

(Lat. 47°02'57" N., long. 109°28'00" W.)

Lewistown VORTAC

(Lat. 47°03'11" N., long. 109°36'22" W.)

That airspace extending upward from 700 feet above the surface within the 7.5-mile radius of the Lewistown Municipal Airport, and within 4.5 miles each side of the Lewistown VORTAC 269° radial extending from the 7.5-mile radius to 9.2 miles west of the VORTAC, and within 3.5 miles each side of the Lewistown VORTAC 089° radial from the 7.5-mile radius to 15.1 miles east of the VORTAC, and within 3.5 miles each side of the Lewistown VORTAC 255° radial extending from the 7.5-mile radius to 15.3 miles west of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 47°11'33" N., long. 110°06'30" W.; to lat. 47°11'33" N., long. 108°48'22" W.; to lat. 46°43'40" N., long. 108°48'22" W.; to lat. 46°43'40" N., long. 109°32'14" W.; to lat. 46°32'19" N., long. 109°32'14" W.; to lat. 46°32'19" N., long. 110°06'30" W., to the point of origin; excluding that airspace within Federal Airways.

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Issued in Seattle, Washington, on August 15, 2001.

Daniel A. Boyle,

Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 01–21822 Filed 8–28–01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00–ANM–26]

Revision of Class E Airspace, Fort Bridger, WY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the Class E airspace at Fort Bridger, WY. Newly developed Area Navigation (RNAV) Standard Instrument Approach Procedure (SIAP) at the Fort Bridger Airport made this action necessary. Additional Class E 700 feet and 1200 feet controlled airspace, above the surface of the earth is required to contain aircraft executing the RNAV SIAP at Fort Bridger Airport.

EFFECTIVE DATE: 0901 UTC, September 6, 2001.

FOR FURTHER INFORMATION CONTACT: Brian Durham, ANM–520.7, Federal Aviation Administration, Docket No. 00–ANM–26, 1601 Lind Avenue SW, Renton, Washington 98055–4056; telephone number: (425) 227–2527.

SUPPLEMENTARY INFORMATION:

History

On April 10, 2001, the FAA proposed to amend Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by revising Class E airspace at Fort Bridger, WY, in order to accommodate new RNAV SIAPs at Fort Bridger, Airport, Fort Bridger, WY (66 FR 18577). This amendment provides Class E5 airspace at Fort Bridger, WY, to meet current criteria standards associated with the SIAP. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. A revision to the legal description as written in the Notice for Proposed Rule Making (NPRM) was required for charting purpose to amend an error in the magnetic variation for this location. Therefore, the airspace was rotated 10° north in order to provide adequate airspace to contain the SIAPs identified in the proposed action. This is considered an insignificant modification to the airspace description as the dimension of the proposed airspace described in the NPRM did not change.

The Rule

This amendment to Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) revises Class E airspace at Fort

Bridger, WY, in order to accommodate a new SIAP to the Fort Bridger Airport, Fort Bridger, WY. This amendment revises Class E5 airspace at Fort Bridger, WY, to meet current criteria standards associated with the RNAV and SIAP. The FAA establishes Class E airspace where necessary to contain aircraft transitioning between the terminal and en route environments. This rule is designed to provide for the safe and efficient use of the navigable airspace and to promote safe flight operations under Instrument Flight Rules (IFR) at the Fort Bridger Airport and between the terminal and en route transition stages.

The area will depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth, are published in Paragraph 6005, 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 Class E airspace designation listed in this document will be published subsequently in the Order.

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

* * * * *

ANM WY E5 Fort Bridger, WY [Revised]

Fort Bridger Airport, WY
 (Lat. 41°23'31" N., long. 110°24'25" W.)
 Fort Bridger VORTAC
 (Lat. 41°22'42" N., long. 110°25'27" W.)

That airspace extending upward from 700 feet above the surface within the 10-mile radius of the Fort Bridger Airport, and within 8 miles each side of the Fort Bridger VORTAC 047° radial extending from the 10-mile radius to 24 miles northeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at lat. 41°25'00" N., long. 111°00'00" W.; to lat. 42°00'00" N., long. 109°57'00" W.; to lat. 41°43'00" N., long. 109°30'00" W.; to lat. 41°25'00" N., long. 109°30'00" W.; to lat. 41°08'00" N., long. 110°30'00" W.; to point of origin, excluding that airspace within Federal Airways and the Evanston, WY, and Kemmerer, WY, Class E airspace.

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Issued in Seattle, Washington, on August 15, 2001.

Daniel A. Boyle,
*Assistant Manager, Air Traffic Division,
 Northwest Mountain Region.*
 [FR Doc. 01–21820 Filed 8–28–01; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00–ANM–18]

Revision of Class E Airspace, Vernal, UT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published on July 23, 2001. The final rule was published past the cut-off date to meet the effective date of the airspace. Additionally, typographical errors in the airspace description has made this correction necessary. This action corrects the final rule by reflecting the new effective date and correction of text in the legal description.

EFFECTIVE DATE: 0901 UTC, November 1, 2001.

FOR FURTHER INFORMATION CONTACT: Brian Durham, ANM–520.7, Federal Aviation Administration, Docket No. 00–ANM–18, 1601 Lind Avenue S.W., Renton, Washington 98055–4056; telephone number: (425) 227–2527.

SUPPLEMENTARY INFORMATION: On July 23, 2001, the FAA published a final rule that revised Class E airspace at Vernal, UT (66 FR 38149). However, that action was published beyond the date required to meet the effective date for charting purposes, therefore, this action establishes the new effective date as November 1, 2001. Additionally, typographical errors in the legal description are in need of correction to properly reflect the intent of the action. This action corrects the effective date of the airspace and corrects typographical errors in the legal description.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the Class E airspace description at Vernal, UT, as published in the **Federal Register** on July 23, 2001 (66 FR 38149), (Federal Register Document No. 01–18236) is corrected as follows:

§71.1 [Corrected]

1. On page 38149, revise the **EFFECTIVE DATE:** to read “0901 UTC, November 1, 2001”; in the legal description, line 11, delete the word “to” insert the word “from”, should read “from 1,200 feet above the surface”; in the legal description, line 16, insert “lat.” in front of “39°43'00"N,” should read “lat. 39°43'00"N”.

Issued in Seattle, Washington, on August 15, 2001.

Daniel A. Boyle,
*Assistant Manager, Air Traffic Division,
 Northwest Mountain Region.*
 [FR Doc. 01–21818 Filed 8–28–01; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR part 71

[Airspace Docket No. 2001–ASW–14]

Revision of Class E Airspace; Springhill, LA

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Direct final rule; request for comments.

SUMMARY: This amendment revises the Class E airspace at Springhill, LA. The development of a Nondirectional Radio Beacon (NDB) Standard Instrument Approach Procedure (SIAP), at Springhill Airport, Springhill, LA, has made this rule necessary. This action is intended to provide adequate controlled airspace extending upward from 700 feet or more above the surface for Instrument Flight Rules (IFR) operations to Springhill Airport, Springhill, LA.

DATES: Effective 0901 UTC, December 27, 2001.

Comments must be received on or before October 15, 2001.

ADDRESSES: Send comments on the rule in triplicate to Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Docket No. 2001–ASW–14, Fort Worth, TX 76193–0520. The official docket may be examined in the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, 2601 Meacham Boulevard, Room 663, Fort Worth, TX, between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the Airspace Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Room 414, Fort Worth, TX.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193–0520, telephone 817–222–5593.

SUPPLEMENTARY INFORMATION: This amendment to 14 CFR part 71 revises the Class E airspace at Springhill, LA. The development of a NDB SIAP, at Springhill Airport, Springhill, LA, has made this rule necessary. This action is intended to provide adequate controlled airspace extending upward from 700 feet or more above the surface for IFR operations to Springhill Airport, Springhill, LA.

Class E airspace designations are published in Paragraph 6005 of FAA