

September 16, 2001, is amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

#### **AAL AK E5 Nuiqsut, AK [Revised]**

Nuiqsut Airport, AK

(Lat. 70°12'36" N., long. 151°00'20" W.)

That airspace extending upward from 700 feet above the surface within a 6.5 mile radius of the Nuiqsut Airport, and that airspace extending upward from 1,200 feet above the surface from 13 miles north and 8 miles south of the 249° bearing from the airport to 29 miles southwest, to 19 miles northwest of the airport on the 314° bearing clockwise to the 352° bearing 13 miles north of the airport.

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Issued in Anchorage, AK, on July 24, 2002.

**Trent S. Cummings,**

*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 02–19553 Filed 8–6–02; 8:45 am]

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

**[Airspace Docket No. 02–AAL–02]**

#### **Revision of Class E Airspace; Buckland, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Buckland, AK. Three new Standard Instrument Approach Procedures (SIAP) have been established for the Buckland Airport. The existing Class E airspace at Buckland is insufficient to contain aircraft executing the new SIAPs. This rule results in additional Class E airspace at Buckland, AK.

**EFFECTIVE DATE:** 0901 UTC, October 3, 2002.

#### **FOR FURTHER INFORMATION CONTACT:**

Derril Bergt, AAL–538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–2796; fax: (907) 271–2850; email: [Derril.CTR.Bergt@faa.gov](mailto:Derril.CTR.Bergt@faa.gov). Internet address: <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

#### **SUPPLEMENTARY INFORMATION:**

### **History**

On April 23, 2002, a proposal to revise part 71 of the Federal Aviation Regulations (14 CFR part 71) to add to the Class E airspace at Buckland, AK, was published in the **Federal Register** (67 FR 19711–19713). Due to the development of three new SIAPs, Area Navigation-Global Positioning System (RNAV GPS) Runway 28, Non-directional Radio Beacon/Distance Measuring Equipment (NDB/DME) Runway 10, and NDB/DME Runway 28, additional Class E airspace is necessary to ensure that IFR operations remain within controlled airspace at the Buckland, AK Airport. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments have been received, thus, the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The 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 7400.9]. *Airspace Designations and Reporting Points*, dated August 31, 2001 and effective September 16, 2001 which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be revised subsequently in the Order.

### **The Rule**

This revision to 14 CFR part 71 adds to the Class E airspace at Buckland, Alaska. Additional Class E airspace is being created to contain aircraft executing the RNAV (GPS) Runway 28, NDB/DME Runway 28 and NDB/DME Runway 10 SIAPs and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for IFR operations at Buckland Airport, Buckland, Alaska.

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 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 Federal Aviation Administration Order 7400.9], *Airspace Designations and Reporting Points*, dated August 31, 2001, and effective September 16, 2001, is amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

#### **AAL AK E5 Buckland, AK [Revised]**

Buckland Airport, AK

(Lat. 65°58'56" N., long. 161°09'07" W.)

That airspace extending upward from 700 feet above the surface within a 6.5 mile radius of the Buckland Airport; and that airspace extending upward from 1,200 feet above the surface from 65°28'30" N, 159°00'00" W to 65°57'45" N, 162°11'00" W to 66°16'00" N, 162°15'00" W to 66°40'00" N, 161°03'00" W to 66°35'00" N, 160°27'00" W to 66°11'00" N, 159°00'00" W to point of beginning.

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**Trent S. Cummings,**

*Manager, Air Traffic Division, Alaskan Region.*

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