

economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. This SFAR is not considered significant under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979).

Plain Language

In response to the June 1, 1998 Presidential Memorandum regarding the use of plain language, the FAA re-examined the writing style currently used in the development of regulations. The memorandum requires federal agencies to communicate clearly with the public. We are interested in your comments on whether the style of this document is clear, and in any other suggestions you might have to improve the clarity of FAA communications that affect you. You can get more information about the Presidential memorandum and the plain language initiative at

<http://www.plainlanguage.gov>.

List of Subjects in 14 CFR Part 61

Aircraft, Aircraft pilots, Airmen, Airplanes, Air safety, Air transportation, Aviation safety, Balloons, Helicopters, Rotorcraft, Students.

The Final Rule

In consideration of the foregoing, the Federal Aviation Administration amends part 61 of Title 14 of the Code of Federal Regulations (14 CFR part 61) as follows:

PART 61—CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, AND GROUND INSTRUCTORS

1. The authority citation for part 61 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701–44703, 44707, 44709–44711, 45102–45103, 45301–45302.

2. Revise section 3 of SFAR No. 73 to read as follows:

Special Federal Aviation Regulations

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Special Federal Aviation Regulation No. 73—Robinson R–22/R–44 Special Training and Experience Requirements

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3. *Expiration date.* This SFAR terminates on March 31, 2008, unless sooner superseded or rescinded.

Issued in Washington, DC on December 27, 2002.

Marion C. Blakey,
Administrator.

[FR Doc. 02–33143 Filed 12–30–02; 1:47 pm]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2002–14076; Airspace Docket No. 02–AAL–6]

Revision of Class E Airspace; Point Hope, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises Class E airspace extending upward from 1,200 feet above the surface at Point Hope, AK. The FAA has developed two new Standard Instrument Approach Procedures (SIAP) for the Point Hope Airport. Class E airspace upward from 1,200 feet above the surface is necessary to ensure that Instrument Flight Rules (IFR) operations remain within controlled airspace when executing the new SIAPs. The current Class E airspace is not sufficient to contain the two new SIAPs. The intended effect of this rule is to create additional controlled Class E airspace necessary to contain the new SIAPs.

EFFECTIVE DATE: 0901 UTC, March 20, 2003.

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. Internet address: <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

SUPPLEMENTARY INFORMATION:

History

On September 27, 2002, a proposal to revise part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise Class E airspace at Point Hope, AK, was published in the **Federal Register** (67 FR 61046–61047). The proposal was necessary because two new SIAPs have been developed to the Point Hope Airport and current Class E airspace is not sufficient to contain the new SIAPs. The new SIAPs are the *Area Navigation (Global Positioning System) (RNAV/GPS) Runway 1 and the RNAV (GPS) Runway 19* approaches. This action will extend Class E airspace, upward from 1,200 feet above the surface, to contain the new SIAPs. 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 designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9K, *Airspace Designations and Reporting Points*, dated August 30, 2002, and effective September 16, 2002, 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 additional Class E airspace upward from 1,200 feet above the surface at Point Hope, Alaska. Additional Class E airspace is being created to contain aircraft executing two new 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 Point Hope Airport, Point Hope, 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 7400.9K, Airspace Designations and Reporting Points, dated August 30, 2002, and effective September 16, 2002, is to amended as follows:

* * * * *

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

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AAL AK E5 Point Hope, AK [Revised]

Point Hope Airport, AK (Lat. 68[deg] 20' 56" N, long. 166[deg] 47' 58" W)

Point Hope NDB (Lat. 68 20' 41" N, long. 166 47' 51" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point Hope Airport and within 3 miles each side of the 207 bearing of the Point Hope NDB extending from the 6.4-mile radius to 10.3 miles southwest of the airport and within 3 miles either side of the Point Hope NDB 017 bearing extending from the 6.4-mile radius to 9.9 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within lat. 68[deg]45'00" N, long. 166[deg]00'00" W; to lat. 68[deg]15'00" N, long. 165[deg]53'00" W; to lat. 67[deg]55'00" N, long. 166deg;03'00" W; to lat. 68 deg;01'30" N, long. 167 deg;65'00" W; to lat. 68[deg]45'00" N, long. 166[deg]52'30" W to the point of beginning.

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Issued in Anchorage, AK, on December 20, 2002.

Trent S. Cummings, Manager, Air Traffic Division, Alaskan Region. [FR Doc. 02-33128 Filed 12-31-02; 8:45 am] BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2002-14075; Airspace Docket No. 02-AAL-07]

Establishment of Class E Airspace; Wasilla, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes new Class E airspace extending upward from 700 feet above the surface at Wasilla, AK. The FAA has developed a new Standard Instrument Approach Procedure (SIAP) for the Wasilla Airport. Class E airspace upward from 700 feet above the surface is necessary

to ensure that Instrument Flight Rules (IFR) operations remain within controlled airspace when executing the new SIAP. The intended effect of this rule is to provide adequate controlled airspace for IFR operations at Wasilla Airport, Wasilla, AK.

EFFECTIVE DATE: 0901 UTC, March 20, 2003.

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. Internet address: http://www.alaska.faa.gov/at or at address http://162.58.28.41/at.

SUPPLEMENTARY INFORMATION:

History

On October 7, 2002, a proposal to revise part 71 of the Federal Aviation Regulations (14 CFR part 71) to add Class E airspace at Wasilla, AK, was published in the Federal Register (67 FR 62410-62412) on October 7, 2002. The FAA has developed a new Standard Instrument Approach Procedure (SIAP) for the Wasilla Airport. The approach is designated Area Navigation (Goblal Positioning System) (RNAV GPS) Runway 3, original. The new Class E airspace is necessary to contain aircraft executing the RNAV (GPS) Runway 3 approach within controlled airspace. 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 designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9K, Airspace Designations and Reporting Points, dated August 30, 2002, and effective September 16, 2002, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be added to the Order.

The Rule

This revision to 14 CFR part 71 establishes new Class E airspace upward from 700 feet above the surface at Wasilla, Alaska. Additional Class E airspace is established to contain aircraft executing a new SIAP 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 Wasilla Airport, Wasilla, 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 7400.9K, Airspace Designations and Reporting Points, dated August 30, 2002, and effective September 16, 2002, is amended as follows:

* * * * *

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

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AAL AK E5 Wasilla, AK [NEW]

Wasilla Airport, AK (Lat. 61[deg] 34' 08" N, long. 149[deg] 32' 25" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Wasilla Airport excluding Big Lake Class E Airspace.

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