

Leesburg NDB extending from the 6.6-mile radius to 16 miles southeast of the airport.

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Issued in College Park, Georgia, on July 13, 2006.

**Mark D. Ward,**

*Acting Area Director, Air Traffic Division,  
Southern Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2006-24234; Airspace  
Docket No. 06-AWP-5]

**RIN 2120-AA66**

#### **Amendment to Class E Airspace; Provo, UT**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace area at Provo, UT. A review of the legal description revealed that it does not reflect the controlled airspace area of the Class D or the current airport reference point (ARP) for Provo Municipal Airport. This action attends the Class E ARP and the airspace area to coincide with the Class D airspace legal description.

**DATES:** *Effective Date:* 0901 UTC,  
September 28, 2006.

**FOR FURTHER INFORMATION CONTACT:**  
Francie Hope, Airspace Specialist,  
Western Terminal Service Area, Federal  
Aviation Administration, 15000  
Aviation Boulevard, Lawndale,  
California 90261; telephone (310) 725-  
6502.

#### **SUPPLEMENTARY INFORMATION:**

##### **History**

There is a discrepancy between the Airport Reference Point (ARP) of the Class E2 airspace area at Provo Municipal Airport, UT, and the Class D ARP. The ARP of the Class E2 airspace is amended to correspond with the Class D airspace ARP. In addition, the Class E2 airspace legal description is changed to coincide with the Class D legal description. Class E2 airspace designations are published in paragraph 6002 of FAA Order 7400.90 dated September 1, 2006, and effective September 15, 2006, which is incorporated by reference in 14 CFR part 71.1. The Class E airspace designation listed in this document will

be published subsequently in that Order.

#### **The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by amending the ARP in the Class E2 airspace legal description of Provo Municipal Airport, UT, and changing it to coincide with the Class D airspace legal description. Accordingly, since this action only involves a change in the airport's legal description of the Provo, UT, Class E2 airspace area, and does not involve a change in the dimensions or operating requirements of that airspace, notice and public procedure under 5 U.S.C. 533(b) are unnecessary. 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 Department of Transportation (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, would 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, B, C, D AND 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 7400.90, Airspace Designations and Reporting Points, dated September 1, 2006, and effective

September 15, 2006, is amended as follows:

*Paragraph 6002 Class E2 Airspace.*

\* \* \* \* \*

#### **ANM UT E2 Provo, UT [Amended]**

Provo Municipal Airport, UT  
(Lat. 40°13'09" N, long. 111°42'42" W)  
Spanish Fork-Springville, UT  
(Lat. 40°08'30" N, long. 111°39'41" W)

That airspace extending upward from the surface to and including 7,000 feet MSL within a 4.3-mile radius of Provo Municipal airport, excluding that airspace within a 2.4 mile radius of the Spanish Fork-Springville Airport. This Class D airspace is effective during specific dates 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.

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Issued in Los Angeles, California, on July 18, 2006.

**Leonard A. Mobley,**

*Acting Area Director, Western Terminal  
Operations.*

[FR Doc. 06-6592 Filed 7-31-06; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2006-24858; Airspace  
Docket No. 06-ASO-8]

#### **Establishment of Class E Airspace; Mooreville, NC**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Mooreville, NC. An Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) Runway (RWY) 14 has been developed for Lake Norman Airpark. As a result, controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to contain the SIAP and for Instrument Flight Rules (IFR) operations at Lake Norman Airpark. The operating status of the airport will change from Visual Flight Rules (VFR) to include IFR operations concurrent with the publication of the SIAP.

**EFFECTIVE DATE:** 0901 UTC, September 28, 2006.

**FOR FURTHER INFORMATION CONTACT:**  
Mark D. Ward, Manager, Airspace and  
Operations Branch, Eastern En Route  
and Oceanic Service Area, Federal  
Aviation Administration, P.O. Box

20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

#### SUPPLEMENTARY INFORMATION:

##### History

On June 7, 2006, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing Class E airspace at Mooresville, NC, (71 FR 32876). This action provides adequate Class E airspace for IFR operations at Lake Norman Airpark. Designations for Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in FAA Order 7400.9N, dated September 1, 2005, and effective September 16, 2005, which is incorporated by reference in 14 CFR 71.1. The Class E designations listed in this document will be published subsequently in the Order.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

##### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E airspace at Mooresville, NC.

The FAA has determined that this proposed 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, when promulgated, 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 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 7400.9N, Airspace Designations and Reporting Points, dated September 1, 2005, and effective September 16, 2005, is amended as follows:

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

\* \* \* \* \*

##### **ASO NC E5 Mooresville, NC [NEW]**

Lake Norman Airpark, NC  
(Lat. 35°36'47" N, long. 80°53'58" W)

That airspace extending upward from 700 feet above the surface within a 6.3-radius of Lake Norman Airpark; excluding that airspace within the Statesville, NC, Class E airspace area.

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Issued in College Park, Georgia, on July 13, 2006.

**Mark D. Ward,**

*Acting Area Director, Air Traffic Division, Southern Region.*

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#### **DEPARTMENT OF TRANSPORTATION**

#### **Federal Aviation Administration**

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

[Docket No. FAA-2006-23709; Airspace Docket No. 06-AAL-02]

#### **Establishment of Class E Airspace; Willow, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Willow, AK to provide adequate controlled airspace to contain aircraft executing new Instrument Procedures. This rule results in new Class E airspace established upward from 700 feet (ft.) and 1,200 ft. above the surface at Willow, AK.

**DATES:** *Effective Date:* 0901 UTC, September 28, 2006.

**FOR FURTHER INFORMATION CONTACT:** Gary Rolf, AAL-538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850; e-mail: [gary.ctr.rolf@faa.gov](mailto:gary.ctr.rolf@faa.gov). Internet address: <http://www.alaska.faa.gov/at>.

#### **SUPPLEMENTARY INFORMATION:**

##### History

On Tuesday, May 30, 2006, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace upward from 700 ft. and 1,200 ft. above the surface at Willow, AK (71 FR 30631). The action was proposed in order to create Class E airspace sufficient in size to contain aircraft while executing two new Standard Instrument Approach Procedures (SIAPs), one new Standard Instrument Departure (SID) and a published departure procedure (DP) for the Willow Airport. The new approaches are (1) Area Navigation (Global Positioning System) (RNAV (GPS)) RWY 13, Original and (2) RNAV (GPS) RWY 31, Original. The SID is named the Big Lake One Departure. The DP is unnamed and will be listed in the front of the U.S. Terminal Procedures publication for Alaska. Class E controlled airspace extending upward from 700 ft. and 1,200 ft. above the surface in the Willow Airport area is established by this action.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. One comment was received. The commenter approved of the proposed action but would like to "get the Class E down to the surface." A surface area had been considered for the Willow Airport, but was deemed too restrictive for the vast majority of local operators. There are 11 airports within the area that would be encompassed by a standard surface area. The pilots at these airports are typically flying exclusively under Visual Flight Rules (VFR). The demand for Instrument Flight Rules (IFR) usage of SIAPs to the Willow Airport is very low. A surface area would require increased visibility and communications requirements, as well as the necessity to obtain ATC clearances for operations to/from these airports, and is not warranted at this time. The SIAP minima will contain IFR traffic in Class E airspace as proposed. The commenter also offered a suggestion to place a VOR in the Willow area to enable VOR SIAP(s). This suggestion will not be adopted due to