

be incorporated into the Corpus Christi, TX, area Class E airspace. The Rockport, TX, designation is being removed under a separate rulemaking. The FAA is taking this action to enhance the safety and management of Instrument Flight Rule (IFR) operations in and around the Corpus Christi, TX, airspace area.

**DATES:** *Effective Date:* 0901 UTC, May 7, 2009. The Director of the Federal Register approves this incorporation by reference action under 1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Scott Enander, Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Ft. Worth, TX 76193-0530; telephone (817) 321-7716.

**SUPPLEMENTARY INFORMATION:**

**History**

On November 26, 2008, the FAA published in the **Federal Register** a notice of proposed rulemaking to amend Class E airspace at Corpus Christi, TX, adding controlled airspace at Mustang Beach Airport, Port Aransas, TX; and T.P. McCampbell Airport, Ingleside, TX, and incorporating the Rockport, TX, airspace area into Corpus Christi Class E airspace (73 FR 71965, Docket No. FAA-2008-0987). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9S signed October 3, 2008, and effective October 31, 2008, which is incorporated by reference in 14 CFR Part 71.1. The Class E airspace designations 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 Class E airspace at Corpus Christi, TX, adding controlled airspace at Mustang Beach Airport, Port Aransas, TX; and T.P. McCampbell Airport, Ingleside, TX, and incorporating the Class E airspace at Aransas County Airport, and San Jose Island Airport, both in Rockport, TX, into the Corpus Christi Class E airspace.

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.

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the U.S. Code. Subtitle 1, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency’s authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it adds controlled airspace in the Corpus Christi, TX airspace area, at Mustang Beach Airport, Port Aransas, TX; T.P. McCampbell Airport, Ingleside, TX; Aransas County Airport and San Jose Island Airport, Rockport, TX.

**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; AIR TRAFFIC SERVICE 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 Part 71.1 of the Federal Aviation Administration Order 7400.9S, Airspace Designations and Reporting Points, signed October 3, 2008, and effective October 31, 2008, is amended as follows:

*Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface.*

\* \* \* \* \*

**ASW TX E5 Corpus Christi, TX [Amended]**

Corpus Christi International Airport, TX (Lat. 27°46’13” N., long. 97°30’04” W.)  
 Corpus Christi NAS/Truax Field, TX (Lat. 27°41’34” N., long. 97°17’25” W.)  
 Port Aransas, Mustang Beach Airport, TX (Lat. 27°48’43” N., long. 97°05’20” W.)  
 Rockport, San Jose Island Airport, TX (Lat. 27°56’40” N., long. 96°59’06” W.)  
 Rockport, Aransas County Airport, TX (Lat. 28°05’12” N., long. 97°02’41” W.)  
 Ingleside, T.P. McCampbell Airport, TX (Lat. 27°54’47” N., long. 97°12’41” W.)  
 Robstown, Nueces County Airport, TX (Lat. 27°46’43” N., long. 97°41’26” W.)  
 Corpus Christi VORTAC, TX (Lat. 27°54’14” N., long. 97°26’42” W.)

That airspace extending upward from 700 feet above the surface within a 7.5 mile radius of Corpus Christi International Airport and within 1.4 miles each side of the 200° radial of the Corpus Christi VORTAC extending from the 7.5 mile radius to 8.5 miles north of the airport, and within 1.5 miles each side of the 316° bearing from the airport extending from the 7.5 mile radius to 10.1 miles northwest of the airport, and within an 8.8-mile radius of Corpus Christi NAS/Truax Field, and within a 6.3-mile radius of Mustang Beach Airport, and within a 6.4-mile radius of T.P. McCampbell Airport, and within a 6.3-mile radius of Nueces County Airport, and within a 7.6-mile radius of Aransas County Airport, and within a 6.5-mile radius of San Jose Island Airport, and within 8 miles west and 4 miles east of the 327° bearing from the San Jose Island Airport extending from the airport to 20 miles northwest of the airport, and within 8 miles east and 4 miles west of the 147° bearing from the airport extending from the airport to 16 miles southeast of the airport, excluding that portion more than 12 miles from and parallel to the shoreline.

\* \* \* \* \*

Issued in Fort Worth, TX, on February 2, 2009.

**Anthony D. Roetzel,**

*Manager, Operations Support Group,  
 ATO Central Service Center.*

[FR Doc. E9-2994 Filed 2-17-09; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2008-1231; Airspace Docket No. 08-ASW-25]

**Amendment of Class E Airspace; Tulsa, OK**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends Class E airspace at Tulsa, OK. Additional controlled airspace is necessary to accommodate Area Navigation (RNAV) Standard Instrument Approach Procedures (SIAP) at William R. Pogue Municipal Airport, Sand Springs, OK. The FAA is taking this action to enhance the safety and management of Instrument Flight Rule (IFR) operations at William R. Pogue Municipal Airport.

**DATES:** *Effective Date:* 0901 UTC, May 7, 2009. The Director of the Federal Register approves this incorporation by reference action under 1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Scott Enander, Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Ft. Worth, TX 76193-0530; telephone (817) 321-7716.

#### SUPPLEMENTARY INFORMATION:

##### History

On December 16, 2008, the FAA published in the **Federal Register** a notice of proposed rulemaking to amend Class E airspace at Tulsa, OK, adding additional controlled airspace at William R. Pogue Municipal Airport, Sand Springs, OK (73 FR 76293, Docket No. FAA-2008-1231). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9S signed October 3, 2008, and effective October 31, 2008, which is incorporated by reference in 14 CFR Part 71.1. The Class E airspace designations 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 Class E airspace at Tulsa, OK, adding additional controlled airspace at William R. Pogue Municipal Airport, Sand Springs, OK.

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.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the U.S. Code. Subtitle 1, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it adds additional controlled airspace in the Tulsa, OK airspace area, at William R. Pogue Municipal Airport, Sand Springs, OK.

#### 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; AIR TRAFFIC SERVICE 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 Part 71.1 of the Federal Aviation Administration Order 7400.9S, Airspace Designations and Reporting Points, signed October 3, 2008, and effective October 31, 2008, is amended as follows:

*Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface.*

\* \* \* \* \*

##### ASW OK E5 Tulsa, OK [Amended]

Tulsa International Airport, OK  
(Lat. 36°11'54" N., long. 95°53'17" W.)  
Tulsa, Richard Lloyd Jones Jr. Airport, OK  
(Lat. 36°02'23" N., long. 95°59'05" W.)

Sand Springs, William R. Pogue Municipal Airport, OK  
(Lat. 35°10'31" N., long. 96°09'07" W.)  
Tulsa VORTAC  
(Lat. 36°11'47" N., long. 95°47'17" W.)  
Glenpool VOR/DME  
(Lat. 35°55'15" N., long. 95°58'07" W.)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Tulsa International Airport and within 1.6 miles each side of the 089° radial of the Tulsa VORTAC extending from the 8-mile radius to 11.9 miles east of the airport and within a 6.4-mile radius of Richard Lloyd Jones Jr. Airport, and within a 7.2-mile radius of William R. Pogue Municipal Airport and within 4 miles each side of the 355° bearing from William R. Pogue Municipal Airport extending from the 7.2-mile radius to 10.9 miles north of the airport, and within 4 miles each side of the 175° bearing from William R. Pogue Municipal Airport extending from the 7.2-mile radius to 10.9 miles south of the airport and within 4.1 miles each side of the 330° radial of the Glenpool VOR/DME extending from the 7.2-mile radius of William R. Pogue Municipal Airport to 8.3 miles northwest of the airport.

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Issued in Fort Worth, TX, on February 5, 2009.

**Anthony D. Roetzel,**

*Manager, Operations Support Group, ATO Central Service Center.*

[FR Doc. E9-3006 Filed 2-17-09; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2008-0957; Airspace Docket No. 08-AAL-27]

#### Revision of Class E Airspace; Galena, AK

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Galena, AK to provide adequate controlled airspace to contain aircraft executing Standard Instrument Approach Procedures (SIAPs). Two SIAPs are being amended for the Edward G. Pitka Airport at Galena, AK. This action revises existing Class E airspace upward from 700 feet (ft.) and 1,200 ft. above the surface at Edward G. Pitka Airport, Galena, AK.

**DATES:** *Effective Date:* 0901 UTC, May 7, 2009. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order