

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 establishing Class E airspace extending upward from 700 feet above the surface at Plentywood, MT. Controlled airspace is necessary to accommodate IFR aircraft executing a new RNAV (GPS) approach procedure at Plentywood Sher-Wood Airport, Plentywood, MT.

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 discusses 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 establishes controlled airspace at Plentywood Sher-Wood Airport, Plentywood, MT.

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 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 of the earth.

* * * * *

ANM MT, E5 Plentywood, MT [New]

Plentywood Sher-Wood Airport, MT (Lat. 48°47’19” N., long. 104°31’23” W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Plentywood Sher-Wood Airport; and that airspace extending upward from 1,200 feet above the surface of the earth bounded by a line beginning at lat. 49°00’00” N., long. 105°02’00” W.; to lat. 49°00’00” N., long. 104°02’00” W.; to lat. 48°32’35” N., long. 104°02’00” W.; to lat. 48°27’00” N., long. 104°11’12” W.; to lat. 48°40’00” N., long. 105°02’00” W.; thence to the point of origin.

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Issued in Seattle, Washington, on July 31, 2009.

H. Steve Karnes,

Acting Manager, Operations Support Group, Western Service Center.

[FR Doc. E9–19031 Filed 8–10–09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2008–0926; Airspace Docket No. 08–AAL–24]

RIN 2120–AA66

Establishment, Revision, and Removal of Area Navigation (RNAV) Routes; Alaska

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects errors in the legal descriptions of several Area Navigation Routes listed in a final rule published in the **Federal Register** on July 6, 2009 (74 FR 31845), Airspace Docket No. 08–AAL–24, FAA Docket No. FAA–2008–0926.

DATES: *Effective Date:* 0901 UTC, August 27, 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: Ken McElroy, Airspace and Rules Group, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History

On July 6, 2009, a final rule for Airspace Docket No. 08–AAL–24, FAA Docket No. FAA–2008–0926 was published in the **Federal Register** (74 FR 31845). This rule revised fourteen RNAV routes, as well as established new routes, in the State of Alaska. Additionally, the action removed four existing routes that were no longer required. The PDN description for T–227 published as “NDB/DM” is incorrect; the correct listing for PDN should be “NDB/DME”. The ENM description for route T–228 published as “ENM” is incorrect; the correct name for the description is “EHM”. In addition, the longitude coordinate listed as ROCES for route Q–48 published as 143°08’16”W., is incorrect; the correct longitude coordinate is 144°08’16”W. This action corrects those errors.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the legal descriptions for T–227, T–228, and Q48 as published in the **Federal Register** on July 6, 2009 (74 FR 31845), and incorporated by reference in 14 CFR 71.1, are corrected as follows:

§ 71.1 [Amended]

* * * * *

T-227 SYA to SCC [Corrected]

SYA	VORTAC	(Lat. 52°43'06" N., long. 174°03'44" E.)
JANNT	WP	(Lat. 52°04'18" N., long. 178°15'37" W.)
BAERE	WP	(Lat. 52°12'12" N., long. 176°08'09" W.)
ALEUT	Fix	(Lat. 54°14'17" N., long. 166°32'52" W.)
MORDI	Fix	(Lat. 54°52'50" N., long. 165°03'15" W.)
GENFU	Fix	(Lat. 55°23'18" N., long. 163°06'21" W.)
BINAL	Fix	(Lat. 55°46'00" N., long. 161°59'56" W.)
PDN	NDB/DME	(Lat. 56°57'15" N., long. 158°38'51" W.)
AMOTT	Fix	(Lat. 60°53'56" N., long. 151°21'46" W.)
ANC	VOR/DME	(Lat. 61°09'03" N., long. 150°12'24" W.)
FAI	VORTAC	(Lat. 64°48'00" N., long. 148°00'43" W.)
SCC	VOR/DME	(Lat. 70°11'57" N., long. 148°24'58" W.)

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T-228 EHM to ROCES [Corrected]

EHM	VOR/DME	(Lat. 62°47'05" N., long. 164°29'15" W.)
RUFVY	WP	(Lat. 59°56'34" N., long. 164°02'04" W.)
HPB	VOR/DME	(Lat. 61°30'52" N., long. 166°08'04" W.)
OME	VOR/DME	(Lat. 64°29'06" N., long. 165°15'11" W.)
HIKAX	WP	(Lat. 65°36'20" N., long. 165°44'44" W.)
SHH	NDB	(Lat. 66°15'29" N., long. 166°03'09" W.)
ECIPI	Fix	(Lat. 67°55'48" N., long. 165°29'58" W.)
BRW	VOR/DME	(Lat. 71°16'24" N., long. 156°47'17" W.)
SCC	VOR/DME	(Lat. 70°11'57" N., long. 148°24'58" W.)
ROCES	WP	(Lat. 70°08'34" N., long. 144°08'16" W.)

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Q-48 BRW to ROCES [Corrected]

BRW	VOR/DME	(Lat. 71°16'24" N., long. 156°47'17" W.)
SCC	VOR/DME	(Lat. 70°11'57" N., long. 148°24'58" W.)
ROCES	WP	(Lat. 70°08'34" N., long. 144°08'16" W.)

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Issued in Washington, DC, on August 3, 2009.

Edith V. Parish,

Manager, Airspace and Rules Group.

[FR Doc. E9-19037 Filed 8-10-09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2009-0229; Airspace Docket No. 09-ASO-13]

Revocation of VOR Federal Airway V-329; Alabama-Florida

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action removes very high frequency omnidirectional range (VOR) Federal airway V-329, which extends between Montgomery, AL and the vicinity of Crestview, FL. The route is being removed at the request of the U.S. Army because the Andalusia, AL, VOR, which forms a segment of the airway, is being decommissioned due to unreliability and coverage limitations. This action will not adversely impact National Airspace System (NAS) Operations.

DATES: *Effective Date:* 0901 UTC, October 22, 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: Paul Gallant, Airspace and Rules Group, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On April 6, 2009, the FAA published in the **Federal Register** a notice of proposed rulemaking to revoke VOR Federal airway V-329 (74 FR 15403). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. One comment was received. The Aircraft Owners and Pilots Association recommended that the FAA consider establishing a T-route (i.e., a low-altitude area navigation route) along the same route as V-329. The FAA supports this recommendation and will consider establishing a T-route as part of the national effort to expand area navigation capabilities.

With the exception of editorial changes, this amendment is the same as that proposed in the NPRM.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by revoking VOR Federal airway V-329. The FAA is taking this action because the Andalusia VOR, which is owned and operated by the U.S. Army, is being decommissioned due to recurring outages, maintenance issues, and coverage limitations. Decommissioning of the Andalusia VOR renders V-329 unusable. As an alternative, V-115, which lies to the west of the V-329, extends between the Crestview, FL, and the Montgomery, AL, VORTAC.

VOR Federal airways are published in paragraph 6010 of FAA Order 7400.9S signed October 3, 2008 and effective October 31, 2008, which is incorporated by reference in 14 CFR 71.1. The VOR Federal airway listed in this document will be subsequently deleted from 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. 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