

Issued in Seattle, Washington, on June 24, 2010.

**John Warner,**

*Manager, Operations Support Group, Western Service Center.*

[FR Doc. 2010-16475 Filed 7-7-10; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2009-0878; Airspace Docket No. 09-ASW-7]

RIN 2120-AA66

#### Establishment of Low Altitude Area Navigation Route (T-284); Houston, TX

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

**ACTION:** Final rule; withdrawal.

**SUMMARY:** A final rule, published in the *Federal Register* April 1, 2010, establishing low altitude area navigation (RNAV) route T-284 for the Houston, TX, terminal area, is being withdrawn. As a result of Houston Area Air Traffic System (HAATS) Project, Phase 3C, program actions, the route is pending redesign and will be resubmitted for rulemaking at a future date.

**DATES:** Effective date 0901 UTC, July 8, 2010. 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:** Colby Abbott, 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 1, 2010, the FAA published in the *Federal Register* a final rule to establish RNAV route T-284 for the Houston, TX, terminal area (75 FR 16336), Docket No. FAA-2009-0878. Subsequent to publication, the Manager, Houston Air Route Traffic Control Center requested the recently published route be withdrawn pending redesign. The FAA intends to resubmit a redesigned route as a new rulemaking proposal at a future date.

##### **Withdrawal of Final Rule**

Accordingly, pursuant to the authority delegated to me, the FAA

withdraws the final rule published in the *Federal Register* April 1, 2010 (75 FR 16336) [FR Doc. 2010-7245].

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

Issued in Washington, DC, on June 29, 2010.

**Paul Gallant,**

*Acting Manager, Airspace and Rules Group.*

[FR Doc. 2010-16492 Filed 7-7-10; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2009-0248; Airspace Docket No. 09-AWP-2]

RIN 2120-AA66

#### Establishment of VOR Federal Airway V-625; Arizona

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes VOR Federal Airway V-625 between the Nogales, AZ, VHF Omnidirectional Range/Tactical Air Navigation (VORTAC) and the ULAPI, AZ, intersection. Specifically, the FAA is taking this action to establish a coordination point to facilitate border crossing flights between Mexico and the United States.

**DATES:** Effective date 0901 UTC, September 23, 2010. 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.

##### **History**

On April 20, 2009, the FAA published in the *Federal Register* a notice of proposed rulemaking (NPRM) to establish VOR Federal Airway V-625 in Arizona, (74 FR 17911). Interested parties were invited to participate in this rulemaking effort by submitting written comments on this proposal to the FAA. No comments were received in response to the NPRM. 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 establishing VOR Federal Airway V-625 between the Nogales, AZ, VORTAC and the intersection of the ULAPI, AZ, fix. Mexico is establishing a new airway, and this action will establish a coordination point to facilitate border crossing flights between Mexico and the United States.

Domestic VOR Federal Airways are published in paragraph 6010(a) of FAA Order 7400.9T, signed August 27, 2009, and effective September 15, 2009, which is incorporated by reference in 14 CFR 71.1. The Domestic VOR Federal Airway listed in this document will be published subsequently in 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 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 United States Code. Subtitle I, 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 the 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 a VOR Federal Airway in Arizona.

##### **Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, paragraph 311a.