

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 the Federal Aviation Administration Order 7400.9H, Airspace Designations and Reporting Points, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

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

* * * * *

ANM WY E5 Fort Bridger, WY [Revised]

Fort Bridger Airport, WY

(Lat. 41°23'31" N., long. 110°24'25" W.)

Fort Bridger VORTAC

(Lat. 41°22'42" N., long. 110°25'27" W.)

That airspace extending upward from 700 feet above the surface within the 10-mile radius of the Fort Bridger Airport, and within 8 miles each side of the Fort Bridger VORTAC 047° radial extending from the 10-mile radius to 24 miles northeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at lat. 41°25'00" N., long. 111°00'00" W.; to lat. 42°00'00" N., long. 109°57'00" W.; to lat. 41°43'00" N., long. 109°30'00" W.; to lat. 41°25'00" N., long. 109°30'00" W.; to lat. 41°08'00" N., long. 110°30'00" W.; to point of origin, excluding that airspace within Federal Airways and the Evanston, WY, and Kemmerer, WY, Class E airspace.

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Issued in Seattle, Washington, on August 15, 2001.

Daniel A. Boyle,

Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 01–21820 Filed 8–28–01; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 00–ANM–18]

Revision of Class E Airspace, Vernal, UT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published on July 23, 2001. The final rule was published past the cut-off date to meet the effective date of the airspace. Additionally, typographical errors in the airspace description has made this correction necessary. This action corrects the final rule by reflecting the new effective date and correction of text in the legal description.

EFFECTIVE DATE: 0901 UTC, November 1, 2001.

FOR FURTHER INFORMATION CONTACT:

Brian Durham, ANM–520.7, Federal Aviation Administration, Docket No. 00–ANM–18, 1601 Lind Avenue S.W., Renton, Washington 98055–4056; telephone number: (425) 227–2527.

SUPPLEMENTARY INFORMATION: On July 23, 2001, the FAA published a final rule that revised Class E airspace at Vernal, UT (66 FR 38149). However, that action was published beyond the date required to meet the effective date for charting purposes, therefore, this action establishes the new effective date as November 1, 2001. Additionally, typographical errors in the legal description are in need of correction to properly reflect the intent of the action. This action corrects the effective date of the airspace and corrects typographical errors in the legal description.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the Class E airspace description at Vernal, UT, as published in the **Federal Register** on July 23, 2001 (66 FR 38149), (Federal Register Document No. 01–18236) is corrected as follows:

§ 71.1 [Corrected]

1. On page 38149, revise the **EFFECTIVE DATE:** to read “0901 UTC, November 1, 2001”; in the legal description, line 11, delete the word “to” insert the word “from”, should read “from 1,200 feet above the surface”; in the legal description, line 16, insert “lat.” in front of “39°43'00"N,” should read “lat. 39°43'00"N”.

Issued in Seattle, Washington, on August 15, 2001.

Daniel A. Boyle,

Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 01–21818 Filed 8–28–01; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR part 71**

[Airspace Docket No. 2001–ASW–14]

Revision of Class E Airspace; Springhill, LA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This amendment revises the Class E airspace at Springhill, LA. The development of a Nondirectional Radio Beacon (NDB) Standard Instrument Approach Procedure (SIAP), at Springhill Airport, Springhill, LA, has made this rule necessary. This action is intended to provide adequate controlled airspace extending upward from 700 feet or more above the surface for Instrument Flight Rules (IFR) operations to Springhill Airport, Springhill, LA. **DATES:** Effective 0901 UTC, December 27, 2001.

Comments must be received on or before October 15, 2001.

ADDRESSES: Send comments on the rule in triplicate to Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Docket No. 2001–ASW–14, Fort Worth, TX 76193–0520. The official docket may be examined in the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, 2601 Meacham Boulevard, Room 663, Fort Worth, TX, between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the Airspace Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Room 414, Fort Worth, TX.

FOR FURTHER INFORMATION CONTACT:

Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193–0520, telephone 817–222–5593.

SUPPLEMENTARY INFORMATION: This amendment to 14 CFR part 71 revises the Class E airspace at Springhill, LA. The development of a NDB SIAP, at Springhill Airport, Springhill, LA, has made this rule necessary. This action is intended to provide adequate controlled airspace extending upward from 700 feet or more above the surface for IFR operations to Springhill Airport, Springhill, LA.

Class E airspace designations are published in Paragraph 6005 of FAA

Order 7400.9H, dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the order.

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule. A substantial number of previous opportunities provided to the public to comment on substantially identical actions have resulted in negligible adverse comments or objections. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document will be published in the **Federal Register**. This document may withdraw the direct final rule in whole or in part. After considering the adverse or negative comment, we may publish another direct final rule or publish a notice of proposed rulemaking with a new comment period.

Comments Invited

Although this action is in the form of a final rule and was not preceded by a notice of proposed rulemaking, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or argument as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action is needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to

modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 2001ASW-14." The postcard will be date stamped and returned to the commenter.

Agency Findings

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule will not have federalism implications under Executive Order 13132.

Further, the FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments and only involves an established body of technical regulations that require frequent and routine amendments to keep them operationally current. Therefore, I certify that 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) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. Since this rule involves routine matters that will only affect air traffic procedures and air navigation, it does not warrant preparation of a Regulatory Flexibility Analysis because the anticipated impact is so minimal.

List of Subjects in 14 CFR part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, 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, 1159–1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9H, *Airspace Designations and Reporting Points*, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

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

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ASW LA E5 Springhill, LA [Revised]

Springhill Airport, LA
(Lat. 32°58'59" N., long. 93°24'39" W.)
Springhill NDB
(Lat. 32°55'13" N., long. 93°24'34" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Springhill Airport and within 3.2 miles each side of the 360° bearing of the Springhill NDB extending from the 6.4-mile radius to 10.9 miles north of the airport.

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Issued in Fort Worth, Texas, on August 21, 2001.

Albert L. Viselli,

*Acting Manager, Air Traffic Division,
Southwest Region.*

[FR Doc. 01–21826 Filed 8–28–01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA 2001–10002; Airspace
Docket No. 00–ASO–25]

RIN 2120–AA66

Realignment of Jet Routes and VOR Federal Airways; FL

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action realigns two jet routes and four Very High Frequency Omnidirectional Range (VOR) Federal airways in the vicinity of Gainesville, FL, due to the relocation of the Gainesville, FL, Very High Frequency