

reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT:

Daryl Daniels, Airspace Specialist, System Support, AJO2-E2B.12, FAA Eastern Service Center, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305-5581; fax (404) 305-5572.

SUPPLEMENTARY INFORMATION:

Confirmation of Effective Date

The FAA published this direct final rule with a request for comments in the **Federal Register** on October 30, 2007 (72 FR 61296-61297). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on December 20, 2007. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, GA on December 17, 2007.

Mark D. Ward,

Manager, System Support Group, Eastern Service Center.

[FR Doc. 08-203 Filed 1-23-08; 8:45 am]

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reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT:

Daryl Daniels, Airspace Specialist, System Support, AJO2-E2B.12, FAA Eastern Service Center, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305-5581; fax (404) 305-5572.

SUPPLEMENTARY INFORMATION:

Confirmation of Effective Date

The FAA published this direct final rule with a request for comments in the **Federal Register** on November 2, 2007 (72 FR 62108-62110). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on December 20, 2007. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, GA, on December 17, 2007.

Mark D. Ward,

Manager, System Support Group, Eastern Service Center.

[FR Doc. 08-204 Filed 1-23-08; 8:45 am]

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Localizer (LOC) and confirms the effective date of the direct final rule that amends Class E airspace to support an Instrument Approach Procedure serving the Centre Community Hospital (PS57), State College, PA.

DATES: Effective 0901 UTC, December 20, 2007. 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 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT:

Daryl Daniels, Airspace Specialist, System Support, AJO2-E2B.12, FAA Eastern Service Center, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305-5581; fax (404) 305-5572.

SUPPLEMENTARY INFORMATION:

Confirmation of Effective Date

The FAA published this direct final rule with a request for comments in the **Federal Register** on October 30 (72 FR 61293) amending Class E airspace to support a Special Copter Point in Space Instrument Approach Procedure into the Centre Community Hospital (PS57). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on December 20, 2007. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Correction to Final Rule

■ After publication, it was observed that a technical correction was required to correct the geographical coordinates for the University Park Airport and to add the University Park Airport's ILS LOC with its coordinates to the legal description. Therefore, in the **Federal Register** Docket No. FAA-2007-29375; Airspace Docket No. 07-AEA-06, published October 10, 2007, (72 FR 61293-61294) make the following correction. On page 61294, in the second column, immediately under "University Park Airport, State College, PA", correct the geographical coordinates to read "(lat. 40°50'57" N., Long. 77°50'55" W.)" On the next line add the following:

University Park Airport ILS LOC
(Lat. 40°50'38" N., long. 77°51'30" W.)

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-22490; Airspace Docket No. 05-AEA-018]

Amendment of Class E Airspace; Pottsville, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action confirms the effective date of a direct final rule that amends a Class E airspace area to support Area Navigation (RNAV) Global Positioning System (GPS) Special Instrument Approach Procedures (IAPs) that serve the Pottsville Hospital (91PN), Pottsville, PA.

DATES: Effective 0901 UTC, December 20, 2007. The Director of the Federal Register approves this incorporation by

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2007-29375; Airspace Docket No. 07-AEA-06]

Amendment of Class E Airspace; State College, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; correction, confirmation of effective date.

SUMMARY: The Federal Aviation Administration published in the **Federal Register** of October 30, 2007, (72 FR 61293-61294), a document amending Class E airspace at State College, PA. This action technically corrects the geographical coordinates of the University Park Airport, adds the coordinates for the University Park Airport, adds the coordinates for the Instrument Landing System's (ILS)

■ For verification and to avoid confusion, the entire description should read as follows:

*Paragraph 6005 Class E Airspace Areas
Extending Upward from 700 feet or More
Above the Surface of the Earth.*

* * * * *

AEA PA E5 State College, PA [AMENDED]

University Park Airport, State College, PA

(Lat. 40°50'57" N., long. 77°50'55" W.)

University Park Airport ILS LOC

(Lat. 40°50'38" N., long. 77°51'30" W.)

PENUE NDB

(Lat. 40°54'37" N., long. 77°44'30" W.)

Centre Community Hospital, State College,
PA

Point in Space Coordinates

(Lat. 40°49'14" N., long. 77°49'44" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of University Park Airport and within 3.1 miles each side of the University Park Airport ILS Runway 24 localizer course extending from the PENUE NDB to 9.2 miles northeast of the NDB; and that airspace within a 6-mile radius of the point in space (Lat. 40°49'14" N., long. 77°49'44" W.) serving the Centre Community Hospital.

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Issued in College Park, GA, on December 17, 2007.

Mark D. Ward,

Manager, System Support Group, Eastern
Service Center.

[FR Doc. 08–205 Filed 1–23–08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 71

[Docket FAA No. FAA–2007–27430;
Airspace Docket No. 07–ANM–4]

Establishment of Class E Airspace; Springfield, CO

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** October 30, 2007 (72 FR 61300), Airspace Docket No. 07–ANM–4, FAA Docket No. FAA–2007–27430. In that rule, an error was made in the legal description for Springfield, CO. Specifically, the longitude referencing Springfield, Municipal Airport, CO stated “* * * long. 103°37'05” W.” instead of “* * * long. 102°37'05” W.” Also added to the legal description is the location of the TOBE VORTAC. This action corrects those errors.

DATES: *Effective Date:* 0901 UTC, February 14, 2008. 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:

Eldon Taylor, Federal Aviation Administration, System Support Group, Western Service Area, 1601 Lind Avenue, SW., Renton, WA 98057; telephone (425) 917–6726.

SUPPLEMENTARY INFORMATION:

History

On October 30, 2007, a final rule for Airspace Docket No. 07–ANM–4, FAA Docket No. FAA–2007–27430 was published in the **Federal Register** (72 FR 61300), establishing Class E airspace in Springfield, CO. The longitude referencing Springfield Municipal Airport, CO was incorrect in that the longitude stated “* * * long. 103°37'05” W.” instead of “* * * long. 102°37'05” W.”. Also added to the legal description is the location of the TOBE VORTAC. This action corrects those errors.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the legal description as published in the **Federal Register** on October 30, 2007 (72 FR 61300), Airspace Docket No. 07–ANM–4, FAA Docket No. FAA–2007–27430, and incorporated by reference in 14 CFR 71.1, is corrected as follows:

§ 71.1 [Amended]

■ On page 61301, correct the legal description for Springfield, CO, to read as follows:

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

* * * * *

ANM CO, E5 Springfield, CO [New]

Springfield Municipal Airport, CO

(Lat. 37°27'31" N., long. 102°37'05" W.)

TOBE VORTAC

(Lat. 37°15'31" N., long. 103°36'00" W.)

That airspace extending upward from 700 feet above the surface within a 7.0-mile radius of Springfield Municipal Airport; that airspace extending upward from 1,200 feet above the surface beginning at TOBE VORTAC, thence north along V–169 to lat. 38°34'00" N., thence to lat. 38°34'00" N., long. 102°00'00" W., thence to lat. 36°30'00" N., long. 102°00'00" W., thence west on lat. 36°30'00" N. to V–81, thence northwest along V–81 to point of beginning.

* * * * *

Issued in Seattle, Washington, on January 3, 2008.

Clark Desing

Manager, System Support Group, Western
Service Center.

[FR Doc. E8–846 Filed 1–23–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30587; Amdt. No. 3251]

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This Rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: This rule is effective January 24, 2008. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 24, 2008.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,