

Q42 Kirksville, MO (IRK) to ZIMMZ, NJ [Amended]

Kirksville, MO (IRK)	VORTAC	(Lat. 40°08'06" N., long. 92°35'30" W.)
STRUK, IL	WP	(Lat. 40°14'04" N., long. 90°18'22" W.)
Danville, IL (DNV)	VORTAC	(Lat. 40°17'38" N., long. 87°33'26" W.)
Muncie, IN (MIE)	VOR/DME	(Lat. 40°14'14" N., long. 85°23'39" W.)
HIDON, OH	WP	(Lat. 40°10'00" N., long. 81°37'27" W.)
BUBAA, OH	WP	(Lat. 40°10'27" N., long. 80°58'17" W.)
PSYKO, PA	WP	(Lat. 40°08'37" N., long. 79°09'13" W.)
BRNAN, PA	WP	(Lat. 40°08'07" N., long. 77°50'07" W.)
HOTEE, PA	WP	(Lat. 40°20'36" N., long. 76°29'37" W.)
MIKYG, PA	WP	(Lat. 40°36'06" N., long. 75°49'11" W.)
SPOTZ, PA	WP	(Lat. 40°45'55" N., long. 75°22'59" W.)
ZIMMZ, NJ	WP	(Lat. 40°48'11" N., long. 75°07'25" W.)

Q480 ZANDR, OH to Kennebunk, ME (ENE) [Amended]

ZANDR, OH	FIX	(Lat. 40°00'19" N., long. 81°31'58" W.)
Bellaire, OH (AIR)	VOR/DME	(Lat. 40°01'01" N., long. 80°49'02" W.)
LEJOY, PA	FIX	(Lat. 40°00'12" N., long. 79°24'54" W.)
VINSE, PA	FIX	(Lat. 39°58'16" N., long. 77°57'21" W.)
BEETS, PA	WP	(Lat. 39°57'21" N., long. 77°27'00" W.)
HOTEE, PA	WP	(Lat. 40°20'36" N., long. 76°29'37" W.)
MIKYG, PA	WP	(Lat. 40°36'06" N., long. 75°49'11" W.)
SPOTZ, PA	WP	(Lat. 40°45'55" N., long. 75°22'59" W.)
CANDR, NJ	WP	(Lat. 40°58'16" N., long. 74°57'35" W.)
JEFFF, NJ	WP	(Lat. 41°14'46" N., long. 74°27'43" W.)
Kingston, NY (IGN)	VOR/DME	(Lat. 41°39'56" N., long. 73°49'20" W.)
LESWL, CT	WP	(Lat. 41°53'31" N., long. 73°19'20" W.)
Barnes, MA (BAF)	VORTAC	(Lat. 42°09'43" N., long. 72°42'58" W.)
Kennebunk, ME (ENE)	VORTAC	(Lat. 43°25'32" N., long. 70°36'49" W.)

Issued in Washington, DC, on October 16, 2012.

Gary A. Norek,

Manager, Airspace Policy and ATC Procedures Group.

[FR Doc. 2012-26331 Filed 10-25-12; 8:45 am]

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

[Docket No. FAA-2012-0385; Airspace Docket No. 12-ASO-23]

Establishment of Class E Airspace; Reidsville, GA, and Amendment of Class E Airspace; Vidalia, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E Airspace at Reidsville, GA. Separation of existing Class E airspace surrounding Swinton Smith Field at Reidsville Municipal Airport, Reidsville, GA, from the Class E airspace of Vidalia Regional Airport, Vidalia, GA, has made this action necessary to enhance the safety and airspace management of Instrument Flight Rules (IFR) operations at the airport. This action also changes the names of both airports and updates the airport's geographic coordinates.

DATES: Effective 0901 UTC, January 10, 2013. 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: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-6364.

SUPPLEMENTARY INFORMATION:**History**

On July 5, 2012, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish Class E airspace extending upward from 700 feet above the surface at Swinton Smith Field at Reidsville Municipal Airport, Reidsville, GA, to accommodate the separation of existing Class E airspace surrounding Vidalia Regional Airport, Vidalia, GA, (77 FR 39653) Docket No. FAA-2012-0385. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Geographic coordinates for both airports also are adjusted.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9W dated August 8, 2012, and effective September 15, 2012, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 establishes Class E airspace extending upward from 700 feet above the surface at Swinton Smith Field at Reidsville Municipal Airport, formerly Reidsville Airport, Reidsville, GA, and amends Class E airspace at Vidalia, Regional Airport, formerly Vidalia Municipal Airport, Vidalia, GA, to provide the controlled airspace required to accommodate the separation of existing Class E airspace surrounding Vidalia Regional Airport. Geographic coordinates for both airport are adjusted to be in concert with the FAA's aeronautical database. This action is necessary for the safety and management of IFR operations at the airport.

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, is non-controversial and unlikely to result in adverse or negative comments. It, therefore, (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 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 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 surrounding Swinton Smith Field at Reidsville Municipal Airport, Reidsville, GA and amends controlled airspace at Vidalia Regional Airport, Vidalia, GA.

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. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

Lists 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 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 Federal Aviation Administration Order 7400.9W, Airspace Designations and Reporting Points, dated August 8, 2012, effective September 15, 2012, 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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ASO GA E5 Vidalia, GA [Amended]

Vidalia Regional Airport, GA
(Lat. 32°11'34" N., long. 82°22'16" W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Vidalia Regional Airport.

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ASO GA E5 Reidsville, GA [New]

Swinton Smith Field at Reidsville Municipal Airport, GA
(Lat. 32°03'32" N., long. 82°09'06" W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Swinton Smith Field at Reidsville Municipal Airport.

Issued in College Park, Georgia, on October 11, 2012.

Barry A. Knight,

Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2012–26330 Filed 10–25–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 30868; Amdt. No. 503]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

DATES: *Effective:* 0901 UTC, November 15, 2012.

FOR FURTHER INFORMATION CONTACT: Rick Dunham, Flight Procedure Standards Branch (AMCAFS–420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK 73169 (Mail Address: P.O. Box

25082 Oklahoma City, OK 73125) telephone: (405) 954–4164.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

Conclusion

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. It, therefore—(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. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).