

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

[Docket No. FAA-2008-0339; Airspace
Docket No. 08-ASW-5]

**Amendment of Class D and Class E
Airspace; Altus Air Force Base (AFB),
OK**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; request for
comments.

SUMMARY: This action amends Class D
and Class E airspace at Altus AFB,
Altus, Oklahoma. Additional controlled
airspace is necessary to accommodate
aircraft using Standard Instrument
Approach Procedures. This action is
necessary for the safety and
management of Instrument Flight Rules
(IFR) operations at Altus AFB,
Oklahoma.

DATES: *Effective Dates:* 0901 UTC June
5, 2008. Comments for inclusion in the
rules Docket must be received May 29,
2008. 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.

ADDRESSES: Send comments on this
action to the U.S. Department of
Transportation, Docket Operations, 1200
New Jersey Avenue SE., West Building
Ground Floor, Room W12-140,
Washington, DC, 20590-0001. You must
identify the docket number FAA 2008-
0339/Airspace Docket No. 08-ASW-5,
at the beginning of your comments. You
may 08-ASW-5 also submit comments
through the Internet at [http://
regulations.gov](http://regulations.gov). You may review the
public docket containing this document,
any comments received, and any final
disposition in person in the Dockets
Office between 9 a.m. and 5 p.m.,
Monday through Friday, except Federal
holidays. The Docket Office, telephone
number 1-800-647-5527, is on the
ground floor of the building at the above
address.

FOR FURTHER INFORMATION CONTACT: Gary
Mallett, AMTI CTR, CentralService
Center, System Support Group, Federal
Aviation Administration,
SouthwestRegion, 2601 Meacham Blvd,
Fort Worth, Texas, 76 193-0530; at
telephone number (817) 222-4949.

SUPPLEMENTARY INFORMATION:**The Direct Final Rule Procedure**

The FAA anticipates that this
regulation will not result in adverse or
negative comments, and, therefore,
issues it as a direct final rule. 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 effective date of the rule.
If the FAA receives, within the
comment period, an adverse or negative
comment, or written comment notice of
intent to submit such a comment, a
document withdrawing the direct final
rule will be published in the **Federal
Register**, and a notice of proposed
rulemaking may be published with a
new comment period.

Comments Invited

Although this action is in the form of
a direct final rule, and was not preceded
by a notice of proposed rulemaking,
interested persons are invited to
comment on this rule by submitting
such written data, views, or arguments
as they may desire. Comments that
provide the factual basis supporting the
views and suggestions presented are
particularly helpful in developing
reasoned regulatory decisions on the
direct final rule. Comments are
specifically invited on the overall
regulatory, aeronautical, economic,
environmental, and energy-related
aspects of the direct final rule.
Commenters wishing the FAA to
acknowledge receipt of their comments
on this rule must submit with those
comments a self-addressed, stamped
postcard on which the following
statement is made: "Comments to
Docket No. FAA-2008-0339, Airspace
Docket No. 08-ASW-5." The postcard
will be date/time stamped and returned
to the commenter. Communications
should identify both docket numbers
and be submitted in triplicate to the
address specified under the caption
Addresses above or through the Web
site. 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.

The Rule

This action amends Title 14, Code of
Federal Regulations (14 CFR) part 71 by
providing additional Class D controlled
airspace extending upward from the

surface and Class E airspace extending
upward from 700 feet above the surface
at Altus AFB. Additional controlled
Class D and Class E airspace is
necessary for the safety of IFR
operations at Altus AFB. The area will
be depicted on appropriate aeronautical
charts. The Class D and E airspace areas
are published in paragraphs 5000 and
6005, respectively, of FAA Order
7400.9R, dated August 15, 2007 and
effective September 15, 2007, which is
incorporated by reference in 14 CFR
Part 71.1. The Class D and E airspace
designations 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, 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 provides additional
controlled airspace at Altus AFB,
Oklahoma.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference,
Navigation (Air).

The Proposed Amendment

■ In consideration of the foregoing, the
Federal Aviation Administration
proposes to amend 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 7400.9R, Airspace Designation and Reporting Points, signed August 15, 2007, and effective September 15, 2007, is amended as follows:

* * * * *

Paragraph 5000 Class D Airspace.

ASW OK D Altus, OK [Amended]

Altus AFB, OK

(Lat. 34°39'30" N., long. 99°16'00" W.)

Altus AFB ILS Localizer

(Lat. 34°38'32" W., long. 99°16'26" W.)

That airspace extending upward from the surface to and including 3,900 feet MSL within a 6-mile radius of Altus AFB and within 2 miles each side of the Altus AFB ILS 17R Localizer north course extending from the 6-mile radius to 7.6 miles north of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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

ASW OK E5 Altus, OK [Amended]

Altus AFB, OK

(Lat. 34°39'30" N., long. 99°16'00" W.)

Altus VORTAC

(Lat. 34°39'46" N., long. 99°16'16" W.)

Altus Quartz Mountain Regional Airport, OK

(Lat. 34°41'56" N., long. 99°20'17" W.)

Tipton Municipal Airport, OK

(Lat. 34°27'31" N., long. 99°10'17" W.)

Frederick Municipal Airport, OK

(Lat. 34°21'08" N., long. 98°59'05" W.)

Altus AFB ILS Localizer

(Lat. 34°38'32" N., long. 99°16'26" W.)

Frederick NDB

(Lat. 34°21'14" N., long. 98°59'11" W.)

That airspace extending upward from 700 feet above the surface within a 9.1-mile radius of Altus AFB and within 1.6 miles each side of the 185° radial of the Altus VORTAC extending from the 9.1-mile radius 11.9 miles south of the airport and within 3 miles west and 2 miles east of the Altus AFB Localizer north course extending from the 9.1-mile radius to 15 miles north of the airport and within a 6.5-mile radius of Altus Quartz Mountain Regional Airport, and within a 5.4-mile radius of Tipton Municipal Airport, and within a 7.2-mile radius of Frederick Municipal Airport, and within 2.5 miles each side of the 180° bearing from the

Frederick NDB extending from the 7.2-mile radius to 7.7 miles south of the airport and within a 12-mile radius of Altus AFB beginning at a point 3 miles west of the Altus VORTAC 019° radial, thence clockwise along the 12-mile radius ending at a point 3 miles west of the Altus VORTAC 185° radial.

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Issued in Fort Worth, TX, on March 26, 2008.

Donald R. Smith,

Manager, System Support Group, ATO Central Service Center.

[FR Doc. E8–7078 Filed 4–11–08; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2007–0274; Airspace Docket No. 07–AEA–14]

Establishment of Class E Airspace; Lewistown, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; confirmation of effective date.

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

DATES: Effective 0901 UTC, April 10, 2008. 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 January 30, 2008 (73 FR 5429). 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 April 10, 2008. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, GA on March 28, 2008.

Barry A. Knight,

Acting Manager, System Support Group, Eastern Service Center.

[FR Doc. E8–7670 Filed 4–11–08; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30600; Amdt. No. 3262]

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 April 14, 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 April 14, 2008.

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

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800