

9452), Docket No. FAA–2008–0328, Airspace Docket No. 08–ASW–4, establishing Class E airspace at Hinton, OK. The FAA uses the direct final rule procedure for non-controversial rules 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 an adverse comment, was received within the comment period, the regulation would become effective on June 5, 2008.

No adverse comments were received; thus, this notice confirms that the direct final rule will become effective on this date.

Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9R, signed August 1, 2007, and effective September 15, 2007, 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.

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Issued in Fort Worth, TX, on May 28, 2008.

Ronnie L. Uhlenhaker,

*Acting Manager, Operations Support Group,
ATO Central Service Center.*

[FR Doc. E8–12906 Filed 6–12–08; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2008–0186; Airspace
Docket No. 08–ANM–2]

RIN 2120–AA66

Revision of Legal Descriptions of Multiple Federal Airways in the Vicinity of Farmington, NM

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; technical
amendment.

SUMMARY: This technical amendment corrects an error in the airspace description of a final rule published in the **Federal Register** on July 21, 2003 (68 FR 42962), Docket No. FAA–2002–13013, Airspace Docket No. 02–ANM–10. In that rule, the description of Jet Route 10 (J–10) was incorrect. This is an administrative correction to a published legal description. Additionally, the cite for J–10 was incorrectly written as paragraph 6010(a) Domestic VOR

Federal Airways: This will be corrected to “paragraph 2006 Jet Routes”.

DATES: *Effective Date:* 0901 UTC, June 13, 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: 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.

SUPPLEMENTARY INFORMATION:

History

On May 27, 2003, a final rule was published in the **Federal Register** (68 FR 28707) Revision of J–10. This action realigned J–10 from Farmington, NM to the Flagstaff, AZ Very High Omnidirectional Radio Range Tactical Air Navigation (VORTAC) by removing a route segment via the Drake, AZ. VORTAC. On July 21, 2003, a final rule was published in the **Federal Register** (68 FR 42962) Airspace Docket No. 02–ANM–10, changing the name of the Farmington VORTAC to the Rattlesnake VORTAC. In that rule, J–10 was written with the route segment that was removed in (68 FR 28707). This action corrects this error by removing “via the Drake, AZ 262° radials;” and inserting “Flagstaff 251° radials; Flagstaff, AZ.”

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the reference to airspace description as published in the **Federal Register** on July 21, 2003 (68 FR 42962), Airspace Docket No. 02–ANM–10, FAA Docket No. FAA–2002–13013, and incorporation by reference in 14 CFR 71.1, is corrected as follows:

§ 71.1 [Amended]

Paragraph 2004—Jet Routes

* * * * *

J–10 [Amended]

From Los Angeles, CA; via INT Los Angeles 083° and Twentynine Palms, CA, 269° radials; Twentynine Palms; INT of Twentynine Palms 075° and Flagstaff 251°, radials; Flagstaff, AZ; Rattlesnake, NM, Blue Mesa, CO; Falcon, CO; North Platte, NE; Wolbach, NE; Des Moines, IA; to Iowa City, IA.

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Issued in Washington, DC, on May 19, 2008.

Stephen L. Rohring,

Acting Manager, Airspace and Rules Group.
[FR Doc. E8–11966 Filed 6–12–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

14 CFR Part 97

[Docket No. 30612; Amdt. No. 3273]

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 June 13, 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 June 13, 2008.

ADDRESSES: Availability of matter 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,

4. The National Archives and Records Administration (NARA). For information on the availability of this