

Foxcroft, ME, as published in the **Federal Register** on February 21, 2008 (73 FR 9448), Federal Docket No. FAA–2008–0066 is corrected as follows:

**§ 71.1 [Corrected]**

\* \* \* \* \*

Mayo Regional Hospital [Corrected]

**ANE ME E5 Dover-Foxcroft, ME [NEW]**

Mayo Regional Hospital Heliport  
(Lat. 45°11'19" N., long. 69°14'12" W.)  
Point in Space Coordinates  
(Lat. 45°11'31" N., long. 69°15'24" W.)

That airspace extending upward from 700 feet above the surface of the Earth within a 6-mile radius of the Point in Space Coordinates (lat. 45°11'31" N., long. 69°15'24" W.) serving the Mayo Regional Hospital Heliport.

\* \* \* \* \*

Issued in College Park, Georgia, on April 8, 2008.

**Kathy Swann,**

*Acting Manager, System Support Group,  
Eastern Service Center, Air Traffic  
Organization.*

[FR Doc. E8–9043 Filed 4–29–08; 8:45 am]

**BILLING CODE 4910–13–M**

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2008–0064; Airspace  
Docket No. 08–ANE–95]

**Establishment of Class E Airspace;  
Bridgton, ME**

**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 published in the **Federal Register** (73 FR 9440) that establishes Class E Airspace at Bridgton, ME to support a new Area Navigation (RNAV) Global Positioning System (GPS) Special Instrument Approach Procedure (IAP) that has been developed for medical flight operations into the Bridgton Hospital.

**DATES:** Effective 0901 UTC, June 5, 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:**  
Melinda Giddens, System Support  
Group, Eastern Service Center, Federal

Aviation Administration, P.O. Box 0636,  
Atlanta, Georgia 30320; telephone (404)  
305–5610.

**SUPPLEMENTARY INFORMATION:**

**Confirmation of Effective Date**

The FAA published this direct final rule with a request for comments in the **Federal Register** on February 21, 2008 (73 FR 9440), Docket No. FAA–2008–0064; Airspace Docket No. 08–ANE–95. 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 June 5, 2008. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, Georgia, on April 7, 2008.

**Kathy Swann,**

*Acting Manager, System Support Group,  
Eastern Service Center, Air Traffic  
Organization.*

[FR Doc. E8–9038 Filed 4–29–08; 8:45 am]

**BILLING CODE 4910–13–M**

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2008–0063; Airspace  
Docket No. 08–ANE–94]

**Establishment of Class E Airspace;  
Rumford, ME**

**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 published in the **Federal Register** (73 FR 9185) that establishes Class E Airspace at Rumford, ME, to support a new Area Navigation (RNAV) Global Positioning System (GPS) Special Instrument Approach Procedure (IAP) that has been developed for medical flight operations into the Rumford Community Hospital.

**DATES:** Effective 0901 UTC, June 5, 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:**

Melinda Giddens, System Support  
Group, Eastern Service Center, Federal  
Aviation Administration, P.O. Box  
20636, Atlanta, Georgia 30320;  
telephone (404) 305–5610.

**SUPPLEMENTARY INFORMATION:**

**Confirmation of Effective Date**

The FAA published this direct final rule with a request for comments in the **Federal Register** on February 20, 2008 (73 FR 9185), Docket No. FAA–2008–0063; Airspace Docket No. 08–ANE–94. 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 June 5, 2008. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, Georgia, on April 7, 2008.

**Kathy Swann,**

*Acting Manager, System Support Group,  
Eastern Service Center, Air Traffic  
Organization.*

[FR Doc. E8–9037 Filed 4–29–08; 8:45 am]

**BILLING CODE 4910–13–M**

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2008–0065; Airspace  
Docket No. 08–ANE–96]

**Establishment of Class E Airspace;  
Carrabassett, ME**

**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 published in the **Federal Register** (73 FR 9447) that establishes Class E Airspace at Carrabassett, ME to support a new Area Navigation (RNAV) Global Positioning System (GPS) Special Instrument Approach Procedure (IAP) that has been developed for medical flight operations into the Sugarloaf Regional Airport.

**DATES:** Effective 0901 UTC, June 5, 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:** Melinda Giddens, System Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5610.

**SUPPLEMENTARY INFORMATION:**

**Confirmation of Effective Date**

The FAA published this direct final rule with a request for comments in the **Federal Register** on February 21, 2008 (73 FR 9447), Docket No. FAA-2008-0065; Airspace Docket No. 08-ANE-96. The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes 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 June 5, 2008. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, Georgia, on April 7, 2008.

**Kathy Swann,**

*Acting Manager, System Support Group,  
Eastern Service Center, Air Traffic  
Organization.*

[FR Doc. E8-9035 Filed 4-29-08; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2008-0062; Airspace  
Docket No. 08-ANE-93]

**Establishment of Class E Airspace;  
Stonington, ME**

**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  
published in the **Federal Register** (73  
FR 9450) that establishes Class E  
Airspace at Stonington, ME to support

a new Area Navigation (RNAV) Global  
Positioning System (GPS) Special  
Instrument Approach Procedure (IAP)  
that has been developed for medical  
flight operations into Stonington  
Municipal Airport.

**DATES:** Effective 0901 UTC, June 5,  
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:**  
Melinda Giddens, System Support  
Group, Eastern Service Center, Federal  
Aviation Administration, P.O. Box  
20636, Atlanta, Georgia 30320;  
telephone (404) 305-5610.

**SUPPLEMENTARY INFORMATION:**

**Confirmation of Effective Date**

The FAA published this direct final  
rule with a request for comments in the  
**Federal Register** on February 21, 2008  
(73 FR 9450), Docket No. FAA-2008-  
0062; Airspace Docket No. 08-ANE-93.  
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  
June 5, 2008. No adverse comments  
were received, and thus this notice  
confirms that effective date.

Issued in College Park, Georgia, on April 7,  
2008.

**Kathy Swann,**

*Acting Manager, System Support Group,  
Eastern Service Center, Air Traffic  
Organization.*

[FR Doc. E8-9033 Filed 4-29-08; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**14 CFR Part 97**

[Docket No. 30605; Amdt. No. 3267]

**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 30,  
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 30,  
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  
material at NARA, call 202-741-6030,  
or go to: [http://www.archives.gov/  
federal\\_register/  
code\\_of\\_federal\\_regulations/  
ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**Availability—**All SIAPs are available  
online free of charge. Visit [nfdc.faa.gov](http://nfdc.faa.gov)  
to register. Additionally, individual  
SIAP and Takeoff Minimums and ODP  
copies may be obtained from:

1. FAA Public Inquiry Center (APA-  
200), FAA Headquarters Building, 800  
Independence Avenue, SW.,  
Washington, DC 20591; or

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

**FOR FURTHER INFORMATION CONTACT:**  
Harry J. Hodges, Flight Procedure  
Standards Branch (AFS-420) Flight  
Technologies and Programs Division,