

Issued in Fort Worth, TX on April 8, 2008.

Donald R. Smith,

*Manager, System Support Group, ATO
Central Service Center.*

[FR Doc. 08–1131 Filed 4–10–08; 4:30 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2008–0023; Airspace
Docket No. 08–AGL–1]

Establishment of Class E Airspace; Long Prairie, MN

AGENCY: Federal Aviation
Administration (FAA), DOT.

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

SUMMARY: This action confirms the
effective date and makes a correction to
the direct final rule that establishes
Class E airspace at Todd Field, Long
Prairie, MN, published in the **Federal
Register** February 4, 2008 (73 FR 6425)
Docket No. FAA–2008–0023. In the
airspace description of that rule, the
reference to Notice to Airmen and
Airport/Facility Directory should be
removed. This action corrects that error.

DATES: *Effective Dates:* 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: Gary
Mallett, Central Service Center, System
Support Group, Federal Aviation
Administration, Southwest Region, 2601
Meacham Blvd., Fort Worth, TX 76193–
0530; telephone (817) 222–4949.

SUPPLEMENTARY INFORMATION:

History

The FAA published a direct final rule
with request for comments in the
Federal Register February 4, 2008, (73
FR 6425), Docket No. FAA–2008–0023.
The sentence referencing Notice to
Airmen and Airport/Facility Directory
in the airport description should not
have been included in this action.

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 April 10, 2008. No adverse
comments were received; thus, this
notice confirms that the direct final rule
will become effective on this date.

Correction

■ In the **Federal Register** dated
February 4, 2008, in **Federal Register**
Docket No. FAA–2008–0023, on page
6426, column 3, line 15, remove the
following:

“This Class E5 airspace is effective during
specific dates and times established in
advance by Notice to Airmen. The effective
date and time will thereafter be continuously
published in the Airport/Facility Directory.”

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Issued in Fort Worth, TX on April 8, 2008.

Donald R. Smith,

*Manager, System Support Group, ATO
Central Service Center.*

[FR Doc. 08–1130 Filed 4–10–08; 4:30 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30602; Amdt. No. 3264]

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 16,
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 16,
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

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 and Takeoff
Minimums and ODPs are available
online free of charge. Visit 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,
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 rule
amends Title 14 of the Code of Federal
Regulations, Part 97 (14 CFR part 97), by
establishing, amending, suspending, or
revoking SIAPs, Takeoff Minimums
and/or ODPs. The complete regulatory
description of each SIAP and its
associated Takeoff Minimums or ODP
for an identified airport is listed on FAA
form documents which are incorporated
by reference in this amendment under 5
U.S.C. 552(a), 1 CFR part 51, and 14
CFR part 97.20. The applicable FAA
Forms are FAA Forms 8260–3, 8260–4,
8260–5, 8260–15A, and 8260–15B when
required by an entry on 8260–15A.

The large number of SIAPs, Takeoff Minimums and ODPs, in addition to their complex nature and the need for a special format make publication in the **Federal Register** expensive and impractical. Furthermore, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP, Takeoff Minimums, and ODP listed on FAA forms is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPs and the effective dates of the SIAPs, the associated Takeoff Minimums, and ODPs. This amendment also identifies the airport and its location, the procedure, and the amendment number.

The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as contained in the transmittal. Some SIAP and Takeoff Minimums and textual ODP amendments may have been issued previously by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP and Takeoff Minimums and ODP amendments may require making them effective in less than 30 days. For the remaining SIAPs and Takeoff Minimums and ODPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff Minimums and ODPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and Takeoff Minimums and ODPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs, Takeoff Minimums and ODPs, and safety in air commerce, I find that notice and public procedure before adopting these SIAPs, Takeoff Minimums and ODPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs 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 97

Air Traffic Control, Airports, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC on April 4, 2008.

James J. Ballough,

Director, Flight Standards Service.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, under Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures and/or Takeoff Minimums and/or Obstacle Departure Procedures effective at 0901 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

■ 1. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

* * * *Effective 5 JUN 2008*

Eek, AK, Eek, RNAV (GPS) RWY 17, Orig
Eek, AK, Eek, RNAV (GPS) RWY 35, Orig
Eek, AK, Eek, Takeoff Minimums and Obstacle DP, Orig
Homer, AK, Homer, NDB–A, Orig–A, CANCELLED
Wilmington, DE, New Castle, MLS RWY 9, Orig–B, CANCELLED
Punta Gorda, FL, Charlotte County, RNAV (GPS) RWY 4, Orig
Punta Gorda, FL, Charlotte County, RNAV (GPS) RWY 15, Orig
Punta Gorda, FL, Charlotte County, RNAV (GPS) RWY 22, Orig
Punta Gorda, FL, Charlotte County, RNAV (GPS) RWY 33, Orig
Punta Gorda, FL, Charlotte County, VOR RWY 4, Amdt 1
Punta Gorda, FL, Charlotte County, VOR RWY 22, Amdt 4

Punta Gorda, FL, Charlotte County, GPS RWY 3, Orig–A, CANCELLED
Punta Gorda, FL, Charlotte County, GPS RWY 15, Orig, CANCELLED
Punta Gorda, FL, Charlotte County, GPS RWY 21, Orig, CANCELLED
Punta Gorda, FL, Charlotte County, GPS RWY 33, Orig, CANCELLED
Punta Gorda, FL, Charlotte County, Takeoff Minimums and Obstacle DP, Amdt 1
Burlington, IA, Southeast Iowa Rgnl, ILS OR LOC RWY 36, Amdt 10
Dubuque, IA, Dubuque Rgnl, VOR RWY 31, Amdt 12
Dubuque, IA, Dubuque Rgnl, VOR RWY 36, Amdt 6
Ulysses, KS, Ulysses, RNAV (GPS) RWY 12, Amdt 1
Ulysses, KS, Ulysses, RNAV (GPS) RWY 30, Amdt 1
Nantucket, MA, Nantucket Memorial, ILS OR LOC RWY 6, Orig–A
Adrian, MI, Lenawee County, RNAV (GPS) RWY 5, Amdt 1
Long Prairie, MN, Todd Field, RNAV (GPS) RWY 34, Orig
Long Prairie, MN, Todd Field, Takeoff Minimums and Obstacle DP, Orig
Lebanon, NH, Lebanon Muni, ILS OR LOC RWY 18, Amdt 5A
Monticello, NY, Sullivan County Intl, VOR/DME OR GPS RWY 1, Amdt 3, CANCELLED
Monticello, NY, Sullivan County Intl, Takeoff Minimums and Obstacle DP, Amdt 2, CANCELLED
Shirley, NY, Brookhaven, VOR RWY 6, Amdt 4
Shirley, NY, Brookhaven, RNAV (GPS) RWY 6, Amdt 1
Tulsa, OK, Tulsa Intl, RNAV (GPS) RWY 18L, Amdt 1
Tulsa, OK, Tulsa Intl, RNAV (GPS) RWY 26, Amdt 1
Burlington/Mount Vernon, WA, Skagit Rgnl, RNAV (GPS) RWY 10, Amdt 1
Burlington/Mount Vernon, WA, Skagit Rgnl, NDB RWY 10, Amdt 4
Burlington/Mount Vernon, WA, Skagit Rgnl, GPS RWY 28, Orig–A, CANCELLED

[FR Doc. E8–8049 Filed 4–15–08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

14 CFR Part 97

[Docket No. 30603; Amdt. No. 3265]

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