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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 01-ASO-13]

Amendment of Class E Airspace; Dayton, TN; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction

SUMMARY: This action corrects an error in the geographic coordinates of a final rule amending the Class E airspace at Dayton, TN, that was published in the **Federal Register** on November 27, 2001, (66 FR 59136), 01-ASO-13.

EFFECTIVE DATE: 0901 UTC, February 21, 2002.

FOR FURTHER INFORMATION CONTACT:

Walter R. Cochran, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

SUPPLEMENTARY INFORMATION:

History

Federal Register document 01-29480, Airspace Docket No. 01-ASO-13, published on November 27, 2001 (66 FR 59136), amended Class E5 airspace at Dayton, TN. An error was discovered in the geographic coordinates for the Bradley Memorial Hospital point in space. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Class E5 airspace area at Dayton, TN, incorporated by reference at (14 CFR 71.1 and published in the **Federal Register** on November 27, 2001 (66 FR 59136), is corrected as follows:

§ 71.1 [Corrected]

ASO TN E5 Dayton, TN [CORRECTED]

1. On page 39136, column 3, under Bradley Memorial Hospital, Cleveland, TN, correct the geographic coordinates “(Lat. 35°10’45” N, long 84°52’56” W)” to read “(Lat. 35°10’52” N, long. 84°52’56” W)”.

* * * * *

Issued in College Park, Georgia, on November 27, 2001.

Wade T. Carpenter,

Acting Manager, Air Traffic Division, Southern Region.

[FR Doc. 01-30173 Filed 12-06-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2001-10877; Airspace Docket No. 01-ANM-13]

RIN 2120-AA66

Revision of Legal Descriptions of Multiple Federal Airways in the Vicinity of Salt Lake City, UT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the legal descriptions of four Federal airways and eight jet routes that use the Salt Lake City, UT, very high frequency omnidirectional range/tactical air navigation (VORTAC) in their route structure. Currently, the Salt Lake City VORTAC and the Salt Lake City International Airport, UT, share the same location identifier. The fact that the VORTAC and the airport are not collocated has led to confusion among users. To eliminate this confusion, the Salt Lake City VORTAC will be renamed the “Wasatch VORTAC.” All airways with “Salt Lake City VORTAC” included in their legal descriptions will be amended, concurrent with the effective date of this final rule, to reflect the name change.

EFFECTIVE DATE: 0901 UTC, April 18, 2002.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation

Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

The Rule

This action amends Title 14 CFR part 71 (part 71) by amending the legal descriptions of four Federal airways and eight jet routes that have “Salt Lake City VORTAC” included as part of their route structure. Currently, the Salt Lake City, UT, VORTAC and the Salt Lake City International Airport, UT, share the same location identifier. The fact that the VORTAC and the airport are not collocated has led to confusion among users. To eliminate this confusion, the Salt Lake City VORTAC will be renamed the “Wasatch VORTAC.” All airways with “Salt Lake City VORTAC” included in their legal descriptions will be amended to reflect the name change. The name change of the VORTAC will coincide with the effective date of this rulemaking action.

Since this action merely involves editorial changes in the legal description of three Federal airways, and does not involve a change in the dimensions or operating requirements of that airspace, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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. Therefore, this regulation: (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 will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Jet Routes and domestic VOR Federal airways are published in paragraphs 2004 and 6010(a), respectively, of FAA Order 7400.9J, dated August 31, 2001, and effective September 16, 2001, which is incorporated by reference in 14 CFR 71.1. The jet routes and airways listed