

which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

Interested parties were invited to participate in this proposed rulemaking by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

The Rule

The amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 establishes Class E airspace at Centre, AL, to provide controlled airspace required to support the new Area Navigation (RNAV) Global Positioning System (GPS) Rwy 07–25 at Centre-Piedmont Cherokee County Airport (PYP) and remove the Class E airspace at Centre Municipal Airport (C22), Centre, AL.

FAA has determined that this proposed 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. 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 establishes Class E airspace at Centre, AL.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

■ In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; 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 Designations and Reporting Points, signed August 15, 2007, and effective September 15, 2007, is amended as follows:

Paragraph 6005 Class E Airspace Areas Extending Upward from 700 feet or More Above the Surface of the Earth.

* * * * *

ASO AL E5 Centre, AL [REMOVE]

Centre Municipal Airport, AL

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ASO AL E5 Centre, AL [NEW]

Centre-Piedmont Cherokee County Airport, AL

(Lat. 34°05′24″ N., long. 85°36′36″ W.)

That airspace extending upward from 700 feet above the surface within a 13-mile radius of Centre-Piedmont Cherokee County Airport.

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

Kathy Swann,

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

[FR Doc. E8–9039 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–2008–0066; Airspace Docket No. 08–ANE–97]

Establishment of Class E Airspace; Dover-Foxcroft, ME

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, correction, confirmation of effective date.

SUMMARY: The Federal Aviation Administration published in the **Federal Register** of February 21, 2008 (73 FR 9448), a document establishing Class E airspace at Dover-Foxcroft, ME. This action confirms the effective date of a direct final rule that establishes Class E Airspace at Dover-Foxcroft, 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 Mayo Regional Hospital Heliport and technically corrects the omission of the word “heliport” from the name of Mayo Regional Hospital Heliport.

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 9448) to establish Class E airspace at Dover-Foxcroft, ME. 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.

Correction to Final Rule

After publication in the **Federal Register**, it was discovered that the word heliport was omitted from the name of the hospital and was incorrectly published as “Mayo Regional Hospital”. The name should have read “Mayo Regional Hospital Heliport”. This action corrects that error.

Accordingly, pursuant to the authority delegated to me, the name for Mayo Regional Hospital, Dover-

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.

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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

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]

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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

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.