

30 miles radius of lat. 36°48'52"N., long. 113°29'24"W., extending counterclockwise from the 256° bearing to the 166° bearing of lat. 36°48'52"N., long. 113°35'37"W.; excluding that portion of airspace within the Colorado City, AZ, 700 and 1,200 feet Class E airspace area; that portion of airspace within the Mesquite, NV, 700 feet Class E airspace; that portion of airspace for V-235 southeast of the Mormon Mesa VORTAC that portion of airspace for V-235 northeast of the Mormon Mesa VORTAC; that portion of airspace for V-21 northeast of the Mormon Mesa VORTAC.

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Issued in Seattle, Washington, on January 31, 2001.

Dan A. Boyle,

*Assistant Manager, Air Traffic Division,
Northwest Mountain Region.*

[FR Doc. 01-3647 Filed 2-12-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 01-ASO-1]

Establishment of Class E2 Airspace; Tri-City, TN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E2 airspace at Tri-City, for the Tri-City Regional Airport. The Tri-City Airport Traffic Control Tower is a part time facility. When the control tower is closed, Atlanta Air Route Traffic Control Center (ARTCC) provides approach control service. This requires establishment of Class E2 surface area airspace.

EFFECTIVE DATE: March 13, 2001.

FOR FURTHER INFORMATION CONTACT: Wade T. Carpenter, Jr., Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, PO Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

SUPPLEMENTARY INFORMATION:

History

The Tri-City Regional Airport lies within Class D airspace. The Tri-City Airport Traffic Control Tower hours of operation have changed and it is now a part time facility. When the control tower closes, Atlanta ARTCC provides approach control service for the Tri-City Regional Airport. Since the Atlanta ARTCC provides approach control service and the proper classification of airspace to accommodate aircraft

conducting standard instrument approach procedures is not available, flight safety interests may be affected. Accordingly, immediate corrective action is taken herein, in the interest of flight safety, to establish Class E2 airspace in the vicinity of Tri-City Regional Airport. Therefore, I find that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest. Designations for Class E are published in FAA Order 7400.9H, dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 14 CFR part 71.1. The Class E designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E2 airspace at Tri-City, TN.

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. 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.

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 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9H, Airspace Designations and Reporting Points, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

Paragraph 6002 Class E Airspace Designated as Surface Areas.

* * * * *

ASO TN E2 Tri-City, TN [New]

Tri-City Regional Airport, TN
(Lat. 36°28'30"N, long. 82°24'27"W)
Tri-City Localizer
(Lat. 36°27'44"N, long. 82°25'22"W)

Within a 4.3-mile radius of Tri-City Regional Airport and within 2 miles each side of Tri-City localizer northeast course, extending from the 4.3-mile radius of Tri-City Regional Airport to the OM. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in College Park, Georgia, on January 23, 2001.

Wade T. Carpenter,

*Acting Manager, Air Traffic Division,
Southern Region.*

[FR Doc. 01-3651 Filed 2-12-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AAL-26]

RIN 2120-AA66

Modification and Revocation of VOR and Colored Federal Airways and Jet Routes; AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** on June 6, 2000. In that rule, the legal description of Colored Federal Airway Green 8 (G-8) contained an inadvertent error that excluded the Glenallen, AK, NDB Intersection from the description of G-8. This action corrects that error.

EFFECTIVE DATE: February 13, 2001.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence