

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2008-0339; Airspace  
Docket No. 08-ASW-5]

**Amendment of Class D and Class E  
Airspace; Altus Air Force Base (AFB),  
OK**

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Direct final rule; request for  
comments.

**SUMMARY:** This action amends Class D  
and Class E airspace at Altus AFB,  
Altus, Oklahoma. Additional controlled  
airspace is necessary to accommodate  
aircraft using Standard Instrument  
Approach Procedures. This action is  
necessary for the safety and  
management of Instrument Flight Rules  
(IFR) operations at Altus AFB,  
Oklahoma.

**DATES:** *Effective Dates:* 0901 UTC June  
5, 2008. Comments for inclusion in the  
rules Docket must be received May 29,  
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.

**ADDRESSES:** Send comments on this  
action to the U.S. Department of  
Transportation, Docket Operations, 1200  
New Jersey Avenue SE., West Building  
Ground Floor, Room W12-140,  
Washington, DC, 20590-0001. You must  
identify the docket number FAA 2008-  
0339/Airspace Docket No. 08-ASW-5,  
at the beginning of your comments. You  
may 08-ASW-5 also submit comments  
through the Internet at [http://  
regulations.gov](http://regulations.gov). You may review the  
public docket containing this document,  
any comments received, and any final  
disposition in person in the Dockets  
Office between 9 a.m. and 5 p.m.,  
Monday through Friday, except Federal  
holidays. The Docket Office, telephone  
number 1-800-647-5527, is on the  
ground floor of the building at the above  
address.

**FOR FURTHER INFORMATION CONTACT:** Gary  
Mallett, AMTI CTR, CentralService  
Center, System Support Group, Federal  
Aviation Administration,  
SouthwestRegion, 2601 Meacham Blvd,  
Fort Worth, Texas, 76 193-0530; at  
telephone number (817) 222-4949.

**SUPPLEMENTARY INFORMATION:****The Direct Final Rule Procedure**

The FAA anticipates that this  
regulation will not result in adverse or  
negative comments, and, therefore,  
issues it as a direct final rule. Unless a  
written adverse or negative comment or  
a written notice of intent to submit an  
adverse or negative comment is received  
within the comment period, the  
regulation will become effective on the  
date specified above. After the close of  
the comment period, the FAA will  
publish a document in the **Federal  
Register** indicating that no adverse or  
negative comments were received and  
confirming the effective date of the rule.  
If the FAA receives, within the  
comment period, an adverse or negative  
comment, or written comment notice of  
intent to submit such a comment, a  
document withdrawing the direct final  
rule will be published in the **Federal  
Register**, and a notice of proposed  
rulemaking may be published with a  
new comment period.

**Comments Invited**

Although this action is in the form of  
a direct final rule, and was not preceded  
by a notice of proposed rulemaking,  
interested persons are invited to  
comment on this rule by submitting  
such written data, views, or arguments  
as they may desire. Comments that  
provide the factual basis supporting the  
views and suggestions presented are  
particularly helpful in developing  
reasoned regulatory decisions on the  
direct final rule. Comments are  
specifically invited on the overall  
regulatory, aeronautical, economic,  
environmental, and energy-related  
aspects of the direct final rule.  
Commenters wishing the FAA to  
acknowledge receipt of their comments  
on this rule must submit with those  
comments a self-addressed, stamped  
postcard on which the following  
statement is made: "Comments to  
Docket No. FAA-2008-0339, Airspace  
Docket No. 08-ASW-5." The postcard  
will be date/time stamped and returned  
to the commenter. Communications  
should identify both docket numbers  
and be submitted in triplicate to the  
address specified under the caption  
Addresses above or through the Web  
site. All communications received on or  
before the closing date for comments  
will be considered, and this rule may be  
amended or withdrawn in light of the  
comments received.

**The Rule**

This action amends Title 14, Code of  
Federal Regulations (14 CFR) part 71 by  
providing additional Class D controlled  
airspace extending upward from the

surface and Class E airspace extending  
upward from 700 feet above the surface  
at Altus AFB. Additional controlled  
Class D and Class E airspace is  
necessary for the safety of IFR  
operations at Altus AFB. The area will  
be depicted on appropriate aeronautical  
charts. The Class D and E airspace areas  
are published in paragraphs 5000 and  
6005, respectively, of FAA Order  
7400.9R, dated August 15, 2007 and  
effective September 15, 2007, which is  
incorporated by reference in 14 CFR  
Part 71.1. The Class D and E airspace  
designations listed in this document  
will be published subsequently in the  
Order.

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, is non-controversial and  
unlikely to result in adverse or negative  
comments. 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 provides additional  
controlled airspace at Altus AFB,  
Oklahoma.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference,  
Navigation (Air).

**The Proposed Amendment**

■ In consideration of the foregoing, the  
Federal Aviation Administration  
proposes to amend 14 CFR Part 71 as  
follows:

# **PART 71—DESIGNATION OF CLASS A, B, C, D AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE 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 Designation and Reporting Points, signed August 15, 2007, and effective September 15, 2007, is amended as follows:

\* \* \* \* \*

*Paragraph 5000 Class D Airspace.*

### **ASW OK D Altus, OK [Amended]**

Altus AFB, OK

(Lat. 34°39'30" N., long. 99°16'00" W.)

Altus AFB ILS Localizer

(Lat. 34°38'32" W., long. 99°16'26" W.)

That airspace extending upward from the surface to and including 3,900 feet MSL within a 6-mile radius of Altus AFB and within 2 miles each side of the Altus AFB ILS 17R Localizer north course extending from the 6-mile radius to 7.6 miles north of the airport. This Class D airspace area is effective during the specific dates 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.

*Paragraph 6005 Class E Airspace areas extending upward from 700 feet or more above the surface of the earth.*

### **ASW OK E5 Altus, OK [Amended]**

Altus AFB, OK

(Lat. 34°39'30" N., long. 99°16'00" W.)

Altus VORTAC

(Lat. 34°39'46" N., long. 99°16'16" W.)

Altus Quartz Mountain Regional Airport, OK

(Lat. 34°41'56" N., long. 99°20'17" W.)

Tipton Municipal Airport, OK

(Lat. 34°27'31" N., long. 99°10'17" W.)

Frederick Municipal Airport, OK

(Lat. 34°21'08" N., long. 98°59'05" W.)

Altus AFB ILS Localizer

(Lat. 34°38'32" N., long. 99°16'26" W.)

Frederick NDB

(Lat. 34°21'14" N., long. 98°59'11" W.)

That airspace extending upward from 700 feet above the surface within a 9.1-mile radius of Altus AFB and within 1.6 miles each side of the 185° radial of the Altus VORTAC extending from the 9.1-mile radius 11.9 miles south of the airport and within 3 miles west and 2 miles east of the Altus AFB Localizer north course extending from the 9.1-mile radius to 15 miles north of the airport and within a 6.5-mile radius of Altus Quartz Mountain Regional Airport, and within a 5.4-mile radius of Tipton Municipal Airport, and within a 7.2-mile radius of Frederick Municipal Airport, and within 2.5 miles each side of the 180° bearing from the

Frederick NDB extending from the 7.2-mile radius to 7.7 miles south of the airport and within a 12-mile radius of Altus AFB beginning at a point 3 miles west of the Altus VORTAC 019° radial, thence clockwise along the 12-mile radius ending at a point 3 miles west of the Altus VORTAC 185° radial.

\* \* \* \* \*

Issued in Fort Worth, TX, on March 26, 2008.

**Donald R. Smith,**

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

[FR Doc. E8–7078 Filed 4–11–08; 8:45 am]

**BILLING CODE 4910–13–M**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Docket No. FAA–2007–0274; Airspace Docket No. 07–AEA–14]

### **Establishment of Class E Airspace; Lewistown, PA**

**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 that establishes a Class E airspace area to support Area Navigation (RNAV) Global Positioning System (GPS) Special Instrument Approach Procedures (IAPs) that serve the Lewistown Hospital, Lewistown, PA.

**DATES:** Effective 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:**

Daryl Daniels, Airspace Specialist, System Support, AJO2–E2B.12, FAA Eastern Service Center, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305–5581; fax (404) 305–5572.

#### **SUPPLEMENTARY INFORMATION:**

#### **Confirmation of Effective Date**

The FAA published this direct final rule with a request for comments in the **Federal Register** on January 30, 2008 (73 FR 5429). 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 April 10, 2008. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, GA on March 28, 2008.

**Barry A. Knight,**

*Acting Manager, System Support Group, Eastern Service Center.*

[FR Doc. E8–7670 Filed 4–11–08; 8:45 am]

**BILLING CODE 4910–13–M**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 97**

[Docket No. 30600; Amdt. No. 3262]

### **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 14, 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 14, 2008.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

*For Examination—*  
1. FAA Rules Docket, FAA Headquarters Building, 800