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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00–ACE–13]

Amendment to Class E Airspace; Fairfield, IA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at Fairfield, IA.

DATES: The direct final rule published at 65 FR 40991 is effective on 0901 UTC, November 30, 2000.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329–2525.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on July 3, 2000 (65 FR 40991). 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 November 30, 2000. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on September 6, 2000.

Richard L. Day,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 00–25642 Filed 10–4–00; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Airspace Docket No. 00–ANM–10]

RIN 2120–AA66

Subdivision of Restricted Areas R–6412A and R–6412B, and Establishment of R–6412C and R–6412D, Camp Williams, UT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Restricted Area R–6412A and R–6412B, Camp Williams, Utah, by subdividing the two areas into four separate areas designated as R–6412A, R–6412B, R–6412C, and R–6412D. The dimensions of R–6412 will remain the same, however, the internal modification of the present R–6412A and R–6412B and subsequent establishment of R–6412C and R–6412D will enable the military to activate only that portion of the airspace that is actually needed to contain their operations.

EFFECTIVE DATE: 0901 UTC, January 25, 2001.

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:

Background

As a result of a recent review of R–6412 airspace, the U.S. Army has requested that the FAA take action to internally subdivide the two subareas in R–6412 into four subareas. Dividing the airspace into four subareas will enhance traffic management, allow for more efficient real-time use of the airspace, and allow more public access. The subdivision will allow for smaller parts

of the airspace to be used for military training while allowing public use of the non-active parts. This action does not require any change in the existing external boundaries.

The Rule

This action amends 14 CFR part 73 by subdividing R–6412A, and R–6412B, and by establishing R–6412C and R–6412D. There are no changes to the external boundaries, altitudes, time of designation or activities conducted within the restricted area. This action further subdivides an existing restricted area. As the solicitation of comments would not offer any meaningful right or benefit to any segment of the public, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Section 73.64 of part 73 was republished in FAA Order 7400.8H, dated September 1, 2000.

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.

Environmental Review

This action is a minor administrative change to further internally subdivide an existing Restricted Area. There are no changes to air traffic control procedures or routes as a result of this action. Therefore, this action is not subject to environmental assessments and procedures in accordance with FAA Order 1050.1D, “Policies and Procedures for Considering Environmental Impacts,” and the National Environmental Policy Act of 1969.

List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

PART 73—SPECIAL USE AIRSPACE

1. The authority citation for part 73 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.

§ 73.64 [Amended]

2. § 73.64 is amended as follows:

* * * * *

R-6412A Camp Williams, UT [Amended]

Boundaries: Beginning at lat. 40°27'30" N., long. 112°00'00" W.; thence to lat. 40°23'30" N., long. 112°00'00" W.; to lat. 40°23'30" N., long. 112°06'03" W.; to lat. 40°27'30" N., long. 112°06'03" W.; to the point of beginning.

Designated altitudes: Surface to 9,000 feet MSL.

Time of designation: By Notice to Airmen (NOTAM).

Controlling agency: FAA, Salt Lake City TRACON.

Using agency: The Adjutant General, UT.

R-6412B Camp Williams, UT [Amended]

Boundaries: Beginning at lat. 40°27'30" N., long. 112°00'00" W.; thence to lat. 40°23'30" N., long. 112°00'00" W.; to lat. 40°23'30" N., long. 112°06'03" W.; to lat. 40°27'30" N., long. 112°06'03" W.; to the point of beginning.

Designated altitudes: 9,000 feet to 10,000 feet MSL.

Time of designation: By Notice to Airmen (NOTAM).

Controlling agency: FAA, Salt Lake City TRACON.

Using agency: The Adjutant General, UT.

R-6412C Camp Williams, UT [New]

Boundaries: Beginning at lat. 40°27'30" N., long. 111°56'27" W.; thence southerly along Redwood Road (Utah Highway 68) to lat. 40°23'30" N., long. 111°55'01" W.; to lat. 40°23'30" N., long. 112°00'00" W.; to lat. 40°27'30" N., long. 112°00'00" W.; to the point of beginning.

Designated altitudes: Surface to 9,000 feet MSL.

Time of designation: By Notice to Airmen (NOTAM).

Controlling agency: FAA, Salt Lake City TRACON.

Using agency: The Adjutant General, UT.

R-6412D Camp Williams, UT [New]

Boundaries: Beginning at lat. 40°27'30" N., long. 111°56'27" W.; thence southerly along Redwood Road (Utah Highway 68) to lat. 40°23'30" N., long. 111°55'01" W.; to lat. 40°23'30" N., long. 112°00'00" W.; to lat. 40°27'30" N., long. 112°00'00" W.; to the point of beginning.

Designated altitudes: 9,000 feet to 10,000 feet MSL.

Time of designation: By Notice to Airmen (NOTAM).

Controlling agency: FAA, Salt Lake City TRACON.

Using agency: The Adjutant General, UT.

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Issued in Washington, DC, on September 27, 2000.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

[FR Doc. 00–25644 Filed 10–4–00; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 30205; Amdt. No. 2013]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in 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: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matter 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 affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

For Purchase

Individual SIAP 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.

By Subscription

Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS–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 amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation's Regulations (FAR). Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction of charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and