

**ANM OR D Medford, OR [REVISED]**

Rogue Valley International-Medford Airport,  
OR

(Lat. 42°22'20" N, long. 122°52'21" W.)

That airspace extending upward from the surface to and including 3,800 feet MSL within a 4.1-mile radius of Rogue Valley International-Medford 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 6002 Class E airspace designated as surface area for an airport.*

\* \* \* \* \*

**ANM OR E2 Medford, OR [REVISED]**

Rogue Valley International-Medford Airport,  
OR

(Lat. 42°22'20" N, long. 122°52'21" W.)

That airspace extending upward from the surface within a 4.1-mile radius of Rogue Valley International-Medford Airport. This Class E airspace is effective during 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 6004—Class E airspace areas designated as an extension to a Class D or Class E surface area.*

\* \* \* \* \*

**ANM OR E4 Medford, OR [REVISED]**

Rogue Valley International-Medford Airport,  
OR

(Lat. 42°22'20" N, long. 122°52'21" W.)

Rogue Valley VORTAC

(Lat. 42°27'47" N, long. 122°54'47" W.)

Pumie LOM

(Lat. 42°27'03" N, long. 122°54'48" W.)

That airspace extending upward from the surface within 1.8 miles west and 2.7 miles east of the Medford ILS localizer north course extending from the 4.1-mile radius to 2.7 miles north of the Pumie LOM and within 2.7 miles each side of the Rogue Valley VORTAC 352° radial extending from the Rogue Valley VORTAC to 11 miles north of the VORTAC, and within 4 miles each side of the Rogue Valley VORTAC 164° radial extending from the 4.1-mile radius to 19.3 miles south of the Rogue Valley International-Medford Airport.

\* \* \* \* \*

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

\* \* \* \* \*

**ANM OR E5 Medford OR [REVISED]**

Rogue Valley International-Medford Airport,  
OR

(Lat. 42°22'20" N, long. 122°52'21" W.)

That airspace extending upward from 700 feet above the surface bounded by a line from lat. (42°45'00" N, long. 123°10'54" W.); to lat. 42°48'54" N, long. 122°57'06" W.; to lat. 42°44'00" N, long. 122°44'36" W.; to lat. 42°04'00" N, long. 122°30'00" W.; to lat.

41°56'30" N, long. 123°00'00" W.; to the point of origin; that airspace extending upward from 1,200-feet above the surface bounded by a line from lat. 43°00'00" N, long. 123°30'00" W.; to lat. 41°43'40" N, long. 123°14'36" W.; to lat. 42°00'00" N, long. 122°10'30" W to lat. 43°00'00" N, long. 122°30'00" W.; to the point of origin; excluding that airspace within Federal Airway areas, and the Klamath Falls, OR and Grants Pass, OR Class E airspace areas.

\* \* \* \* \*

Issued in Seattle, Washington, on July 9, 2002.

**Kathryn M. Vernon,**

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

[FR Doc. 02-19557 Filed 8-6-02; 8:45 am]

**BILLING CODE 4910-13-M**

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

**[Airspace Docket No. 02-AAL-04]**

**Revision of Class E Airspace; Kodiak, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Kodiak, AK. Four new Standard Instrument Approach Procedures (SIAP) have been established for the Kodiak Airport. The existing Class E airspace at Kodiak is insufficient to contain aircraft executing the new SIAPs. This rule will result in additional Class E airspace at Kodiak, AK.

**EFFECTIVE DATE:** 0901 UTC, October 3, 2002.

**FOR FURTHER INFORMATION CONTACT:** Derril Bergt, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-2796; fax: (907) 271-2850; e-mail: [Derril.CTR.Bergt@faa.gov](mailto:Derril.CTR.Bergt@faa.gov). Internet address: <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

**SUPPLEMENTARY INFORMATION:****History**

On May 13, 2002, a proposal to revise part 71 of the Federal Aviation Regulations (14 CFR part 71) to add to the Class E airspace at Kodiak, AK, was published in the **Federal Register** (67 FR 31994-31995). Due to the development of four new SIAPs; Instrument Landing System Y (ILS Y) Runway 25, Very High Frequency Omni-navigational Range or Tactical Air

Navigation Y (VOR or TACAN Y) Runway 25, Non-directional Beacon (NDB) Runway 25, Area Navigation (Global Positioning System) (RNAV GPS) Runway 25, additional Class E airspace is necessary to ensure that IFR operations remain within controlled airspace at the Kodiak, AK Airport. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments have been received, thus, the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9J, *Airspace Designations and Reporting Points*, dated August 31, 2001 and effective September 16, 2001 which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be revised subsequently in the Order.

**The Rule**

This revision to 14 CFR part 71 adds to the Class E airspace at Kodiak, Alaska. Additional Class E airspace is being created to contain aircraft executing the four new SIAPs and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for IFR operations at Kodiak Airport, Kodiak, Alaska.

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 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; 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 7400.9J, *Airspace Designations and Reporting Points*, dated August 31, 2001, and effective September 16, 2001, is amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

**AAL AK E5 Kodiak, AK [Revised]**

Kodiak Airport, AK

(Lat. 57°45'00" N., long. 152°29'38" W.)

Kodiak VORTAC

(Lat. 57°46'30" N., long. 152°20'23" W.)

That airspace extending upward from 700 feet above the surface within a 6.8 mile radius of the Kodiak Airport, and within 5 miles south and 9 miles north of the 070° radial of the Kodiak VORTAC extending to 17 miles northeast of the VORTAC and within 8 miles north and 4 miles south of the Kodiak Localizer front course extending from the airport to 20.3 miles east of the airport and within 14 miles of the Kodiak VORTAC extending from the 358° radial clockwise to the 107° radial; and that airspace extending upward from 1,200 feet above the surface within lat. 57°57'06" N, long. 152°45'00" W to lat. 57°55'00" N, long. 152°28'00" W to lat. 57°53'00" N, long. 152°27'06" W to point of beginning and within 27 miles of the Kodiak VORTAC extending clockwise from the 023 to the 088 radial and within 8 miles north and 5 miles south of the Kodiak Localizer front course extending from the airport to 32 miles east of the airport.

\* \* \* \* \*

Issued in Anchorage, AK, on July 24, 2002.

**Trent S. Cummings,**

*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 02–19554 Filed 8–6–02; 8:45 am]

**BILLING CODE 4910–13–P**

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

[Airspace Docket No. 02–AAL–03]

**Revision of Class E Airspace; Nuiqsut, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Nuiqsut, AK. Two new Standard Instrument Approach Procedures (SIAP) have been established for the Nuiqsut Airport. The existing Class E airspace at Nuiqsut is insufficient to contain aircraft executing the new SIAPs. This rule results in additional Class E airspace at Nuiqsut, AK.

**EFFECTIVE DATE:** 0901 UTC, October 3, 2002.

**FOR FURTHER INFORMATION CONTACT:**

Derril Bergt, AAL–538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–2796; fax: (907) 271–2850; e-mail: [Derril.CTR.Bergt@faa.gov](mailto:Derril.CTR.Bergt@faa.gov). Internet address: <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

**SUPPLEMENTARY INFORMATION:**

**History**

On April 23, 2002, a proposal to revise part 71 of the Federal Aviation Regulations (14 CFR part 71) to add to the Class E airspace at Nuiqsut, AK, was published in the **Federal Register** (67 FR 19710–19711). Due to the development of two new SIAPs; Area Navigation-Global Positioning System (RNAV GPS) Runway 04, and RNAV (GPS) Runway 22, additional Class E airspace is necessary to ensure that IFR operations remain within controlled airspace at the Nuiqsut, AK Airport. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments have been received, thus, the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9J, *Airspace Designations and Reporting Points*, dated August 31, 2001 and

effective September 16, 2001 which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be revised subsequently in the Order.

**The Rule**

This revision to 14 CFR part 71 adds to the Class E airspace at Nuiqsut, Alaska. Additional Class E airspace is being created to contain aircraft executing the RNAV (GPS) Runway 04 and RNAV (GPS) Runway 22 SIAPs and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for IFR operations at Nuiqsut Airport, Nuiqsut, Alaska.

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 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.

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**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9J, *Airspace Designations and Reporting Points*, dated August 31, 2001, and effective