

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Covington Municipal Airport and within 4 miles north and 8 miles south of the 096° bearing from the Alcovy NDB extending from the 6.3-mile radius to 16 miles east of the NDB.

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Issued in College Park, Georgia, on January 22, 2007.

Barry Knight,

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

[FR Doc. 07-510 Filed 2-6-07; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2006-26314; Airspace
Docket No. 06-AAL-37]

Revision of Class E Airspace; Mekoryuk, AK

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises Class E airspace at Mekoryuk, AK. Three new Standard Instrument Approach Procedures (SIAPs) are being developed for the Mekoryuk Airport. One Departure Procedure (DP) and two SIAPs are being amended. This rule results in the revision of Class E airspace upward from 700 feet (ft.) above the surface at the Mekoryuk Airport, Mekoryuk, AK.

EFFECTIVE DATE: 0901 UTC, May 10, 2007. 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: Gary Rolf, AAL-538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850; e-mail: gary.ctr.rolf@faa.gov. Internet address: <http://www.alaska.faa.gov/at>.

SUPPLEMENTARY INFORMATION:

History

On Tuesday, November 28, 2006, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise Class E airspace upward from 700 ft. above the surface at Mekoryuk, AK (71 FR 68769). The action was proposed in order to create

Class E airspace sufficient in size to contain aircraft while executing three new SIAPs, two amended SIAPs and one amended DP for the Mekoryuk Airport. The new approaches are (1) The Area Navigation (Global Positioning System) (RNAV (GPS)) Runway (RWY) 05, Original, (2) the RNAV (GPS) RWY 23, Original and (3) the Non-directional Beacon (NDB) B, Original. The two amended SIAPs are (1) the NDB/Distance Measuring Equipment (DME) A, Amendment (Amdt) 4 and (2) the Direction Finding (DF) RWY 23, Amdt 1. The DF approach is not published and is used by Flight Service Station staff to aid pilots in emergencies. DP's are unnamed and are published in the front of the U.S. Terminal Procedures for Alaska. Class E controlled airspace extending upward from 700 ft. above the surface in the Mekoryuk Airport area is revised by this action.

Interested parties were invited to participate in this proposed rulemaking by submitting written comments on the proposal to the FAA. No comments have been received, thus the rule is adopted as proposed.

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 designated as 700/1,200 ft. transition areas are published in paragraph 6005 of FAA Order 7400.9P, *Airspace Designations and Reporting Points*, dated September 1, 2006, and effective September 15, 2006, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 revises Class E airspace at the Mekoryuk Airport, Alaska. This Class E airspace is revised to accommodate aircraft executing three new SIAPs, two amended SIAPs, and one amended DP, and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for Instrument Flight Rule (IFR) operations at the Mekoryuk Airport, Mekoryuk, 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.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle 1, 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 1, section 40103, Sovereignty and use of airspace. Under that section, the FAA is charged with prescribing regulations to ensure the safe and efficient use of the navigable airspace. This regulation is within the scope of that authority because it creates Class E airspace sufficient in size to contain aircraft executing instrument procedures for the Mekoryuk Airport and represents the FAA's continuing effort to safely and efficiently use the navigable airspace.

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 7400.9P, *Airspace Designations and Reporting Points*, dated September 1, 2006, and effective September 15, 2006, is amended as follows:

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Paragraph 6005 Class E Airspace Extending Upward From 700 Feet or More Above the Surface of the Earth.

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AAL AK E5 Mekoryuk, AK [Revised]

Mekoryuk Airport, AK
(Lat. 60°22'17" N., long. 166°16'14" W.)
Nanwak NDB, AK
(Lat. 60°23'06" N., long. 166°12'53" W.).

That airspace extending upward from 700 feet above the surface within a 7.8-mile radius of the Nanwak NDB, AK, and within 8 miles north and 4 miles south of the 063° bearing of the Nanwak NDB, AK, to 16 miles northeast of the Nanwak NDB, AK, and within 8 miles north and 4 miles south of the 243° bearing of the Nanwak NDB, AK, extending from the Nanwak NDB, AK, to 21 miles southwest of the Nanwak NDB, AK.

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Issued in Anchorage, AK, on January 30, 2007.

Anthony M. Wylie,

Manager, Alaska Flight Services Information Area Group.

[FR Doc. E7-1890 Filed 2-6-07; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. FAA-2006-26316; Airspace Docket No. 06-AAL-39]

Revision of Class E Airspace; Northway, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises Class E airspace at Northway, AK. Two new Standard Instrument Approach Procedures (SIAPs) are being developed for the Northway Airport. One SIAP and a Departure Procedure (DP) are being amended. This rule results in the revision of Class E airspace upward from 700 feet (ft.) and 1,200 ft. above the surface at the Northway Airport, Northway, AK.

EFFECTIVE DATE: 0901 UTC, May 10, 2007. 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: Gary Rolf, AAL-538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850; e-mail: gary.ctr.rolf@faa.gov. Internet address: <http://www.alaska.faa.gov/at>.

SUPPLEMENTARY INFORMATION:

History

On Tuesday, November 28, 2006, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise Class E airspace upward from 700 ft. and 1,200 ft. above the surface at Northway, AK (71 FR 68773). The action was proposed in order to create Class E airspace sufficient in size to contain aircraft while executing two new SIAPs, one amended SIAP and one amended DP for the Northway Airport. The new approaches are (1) The Area Navigation (Global Positioning System) (RNAV (GPS)) Runway (RWY) 05, Original and (2) the RNAV (GPS) RWY 23, Original. The amended SIAP is the Very High Frequency Omni-directional Range (VOR)/Distance Measuring Equipment (DME) A, Amendment 1. DP's are unnamed and are published in the front of the U.S. Terminal Procedures for Alaska. Class E controlled airspace extending upward from 700 ft. and 1,200 ft. above the surface in the Northway Airport area is revised by this action.

Interested parties were invited to participate in this proposed rulemaking by submitting written comments on the proposal to the FAA. No comments have been received, thus the rule is adopted as proposed.

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 designated as 700/1,200 ft. transition areas are published in paragraph 6005 of FAA Order 7400.9P, *Airspace Designations and Reporting Points*, dated September 1, 2006, and effective September 15, 2006, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 revises Class E airspace at the Northway Airport, Alaska. This Class E airspace is revised to accommodate aircraft executing two new SIAPs, one amended SIAP, and one amended DP, and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for Instrument Flight Rule (IFR) operations at the Northway Airport, Northway, 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.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle 1, 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 1, section 40103, Sovereignty and use of airspace. Under that section, the FAA is charged with prescribing regulations to ensure the safe and efficient use of the navigable airspace. This regulation is within the scope of that authority because it creates Class E airspace sufficient in size to contain aircraft executing instrument procedures for the Northway Airport and represents the FAA's continuing effort to safely and efficiently use the navigable airspace.

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 7400.9P, *Airspace Designations and Reporting Points*, dated September 1, 2006, and effective