

practical. Therefore, the FAA is amending part 71 of Title 14, Code of Federal Regulations (14 CFR part 71), to establish a 6-mile radius Class E5 airspace at Seneca, PA. Designations for Class E airspace areas extending upward from 700 feet or more above the surface of the Earth are published in FAA Order 7400.9R, signed August 15, 2007, effective September 15, 2007, which is incorporated by reference in 14 CFR 71.1. The Class E designations listed in this document will be published subsequently in the Order.

Agency Findings

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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 established controlled airspace near the UPMC Northwest Heliport in Seneca, PA.

Lists 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, 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 Designations and Reporting Points, signed August 15, 2007, effective September 15, 2007, is amended as follows:

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

* * * * *

AEA PA E5 Seneca, PA [NEW]

UPMC Northwest Heliport
(Lat. 41°21'44" N., long. 79°42'03" W.)
Point in Space Coordinates
(Lat. 41°21'09" N., long. 79°42'24" W.)

That airspace extending upward from 700 feet above the surface of the Earth within a 6-mile radius of the Point in Space Coordinates (Lat. 41°21'09" N., long. 79°42'24" W.) serving the UPMC Northwest Heliport.

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Issued in College Park, Georgia, on January 30, 2008.

Barry A. Knight,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2007–0278; Airspace Docket No. 07–AEA–18]

Establishment of Class E Airspace; Cranberry Township, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule, request for comments.

SUMMARY: This action establishes Class E Airspace at Cranberry Township, PA to support a new Area Navigation (RNAV) Global Positioning System (GPS) Special Instrument Approach Procedure (IAP) that has been developed for medical flight operations into the University of Pittsburgh Medical Center (UPMC) Passavant-Cranberry Heliport. This action enhances the safety and management of Instrument Flight Rule (IFR) operations by providing that required controlled airspace to protect for this approach around Cranberry Township, PA.

DATES: Effective 0901 UTC, June 5, 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. Comments for inclusion in the Rules Docket must be received on or before March 31, 2008.

ADDRESSES: Send comments on this rule to: U.S. Department of Transportation, Docket Operations, West Building, Ground Floor, Room W12–140, 1200 New Jersey Ave., SE., Washington, DC 20590–0001; Telephone 1–800–647–5527; Fax: 202–493–2251. You must identify the Docket Number FAA–2007–0278; Airspace Docket No. 07–AEA–18, at the beginning of your comments. You may also submit and review received comments through the Internet at <http://www.regulations.gov>.

You may review the public docket containing the rule, any comments received, and any final disposition in person in the Dockets Office (see **ADDRESSES** section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Avenue, College Park, Georgia 30337.

FOR FURTHER INFORMATION CONTACT: Melinda Giddens, System Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, GA 30320; telephone (404) 305–5610.

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. The FAA has determined that this rule only involves an established body of

technical regulations for which frequent and routine amendments are necessary to keep them operationally current. 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. If the FAA receives, within the comment period, an adverse or negative comment, or written 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. An electronic copy of this document may be downloaded from and comments may be submitted and reviewed at <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at <http://www.faa.gov> or the Federal Register's Web page at <http://www.gpoaccess.gov/fr/index.html>. 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.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action would be needed. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. Those wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to

Docket No. FAA-2007-0278; Airspace Docket No. 07-AEA-18." The postcard will be date stamped and returned to the commenter.

The Rule

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 establishes Class E airspace at Cranberry Township, PA providing the controlled airspace required to support the new Copter Area Navigation (RNAV) Global Positioning System (GPS) 304 Point in Space (PinS) approach developed for the UPMC Passavant-Cranberry Heliport. In today's environment where speed of treatment for medical injuries is imperative, landing sites have been developed for helicopter medical Lifeguard flights or Lifeflights at the local hospitals. Controlled airspace extending upward from 700 feet Above Ground Level (AGL) is required for Instrument Flight Rules (IFR) operations and to encompass all Instrument Approach Procedures (IAPs) to the extent practical. Therefore, the FAA is amending part 71 of Title 14, Code of Federal Regulations (14 CFR part 71) to establish a 6-mile radius Class E5 airspace at Cranberry Township, PA. Designations for Class E airspace areas extending upward from 700 feet or more above the surface of the Earth are published in FAA Order 7400.9R, signed August 15, 2007 effective September 15, 2007, which is incorporated by reference in 14 CFR 71.1. The Class E designations listed in this document will be published subsequently in the Order.

Agency Findings

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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 establishes controlled airspace near the UPMC Passavant-Cranberry Heliport in Cranberry Township, PA.

Lists 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, 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 Designations and Reporting Points, signed August 15, 2007, effective September 15, 2007, is amended as follows:

Paragraph 6005 Class E Airspace Areas Extending Upward from 700 feet or More Above the Surface of the Earth.

* * * * *

AEA PA E5 Cranberry Township, PA [NEW]

UPMC Passavant-Cranberry Heliport
(Lat. 40°41'01" N., Long. 80°05'50" W.)
Point in Space Coordinates
(Lat. 40°40'20" N., Long. 80°05'10" W.)

That airspace extending upward from 700 feet above the surface of the Earth within a

6-mile radius of the Point in Space
Coordinates (Lat. 40°40'20" N., Long.
80°05'10" W.) serving the UPMC Passavant-
Cranberry Heliport.

* * * * *

Issued in College Park, Georgia, on January
30, 2008.

Barry A. Knight,

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

[FR Doc. 08–616 Filed 2–13–08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2008–0050; **Airspace
Docket No. 07–ASO–28**]

RIN 2120–AA66

Amendment of Using Agencies for Restricted Areas R–5303A, B, C; R– 5304A, B, C; and R–5306A, C, D, E; NC

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the using
agencies for restricted areas R–5303A, B,
and C, Camp Lejeune, NC; R–5304A, B,
and C, Camp Lejeune, NC; and R–
5306A, C, D, and E, Cherry Point, NC,
to reflect current organizational
assignments and geographic
responsibilities. This is an
administrative change that does not
alter the boundaries, designated
altitudes, time of designation, or
activities conducted within the
restricted areas.

DATES: *Effective Date:* 0901 UTC, April
10, 2008.

FOR FURTHER INFORMATION CONTACT: Paul
Gallant, Airspace and Rules Group,
Office of System Operations Airspace
and AIM, Federal Aviation
Administration, 800 Independence
Avenue, SW., Washington, DC 20591;
telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Background

At the request of the U.S. Marine
Corps, the FAA is amending 14 CFR
part 73 to update the designated using
agencies for restricted areas R–5303A, B,
and C; R–5304A, B, and C; and R–
5306A, C, D, and E in North Carolina.
This action is the result of
organizational realignments by the
Marine Corps.

Section 73.53 of Title 14 CFR part 73
was republished in FAA Order 7400.8N,
effective February 16, 2007.

The Rule

This action amends the names of the
using agencies for the above restricted
areas to replace the title “Commanding
General” with “Commanding Officer,”
and reflect the current division of
airspace responsibilities between
Marine Corps Air Station Cherry Point,
NC, and Marine Corps Base Camp
Lejeune, NC. This is an administrative
change to reflect current organizational
titles and geographic responsibilities.
The change does not alter the
boundaries, designated altitudes, time of
designation, or activities conducted
within the restricted areas. Therefore,
notice and public procedures under 5
U.S.C. 553(b) are unnecessary.

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 Department of
Transportation (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 the 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 amends restricted areas in North
Carolina.

Environmental Review

The FAA has determined that this
action qualifies for categorical exclusion
under the National Environmental
Policy Act in accordance with 311d.,
FAA Order 1050.1E, “Environmental
Impacts: Policies and Procedures.” This
airspace action is not expected to cause

any potentially significant
environmental impacts, and no
extraordinary circumstances exist that
warrant preparation of an
environmental assessment.

List of Subjects in 14 CFR Part 73

Airspace, Prohibited areas, Restricted
areas.

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.

§ 73.53 [Amended]

■ 2. § 73.53 is amended as follows:

* * * * *

R–5303A, R–5303B and R–5303C Camp Lejeune, NC [Amended]

Under Using agency, by removing the
words “USMC, Commanding General, U.S.
Marine Corps Air Station, Cherry Point, NC”
and inserting the words “USMC,
Commanding Officer, U.S. Marine Corps Base
Camp Lejeune, NC.”

* * * * *

R–5304A, R–5304B and R–5304C Camp Lejeune, NC [Amended]

Under Using agency, by removing the
words “USMC, Commanding General, U.S.
Marine Corps Air Station, Cherry Point, NC”
and inserting the words “USMC,
Commanding Officer, U.S. Marine Corps Base
Camp Lejeune, NC.”

* * * * *

R–5306A and R–5306C Cherry Point, NC [Amended]

Under Using agency, by removing the
words “Commanding General, U.S. Marine
Corps Air Station, Cherry Point, NC” and
inserting the words “USMC, Commanding
Officer, U.S. Marine Corps Air Station Cherry
Point, NC.”

R–5306D and R–5306E Cherry Point, NC [Amended]

Under Using agency, by removing the
words “Commanding General, U.S. Marine
Corps Air Station, Cherry Point, NC” and
inserting the words “USMC, Commanding
Officer, U.S. Marine Corps Base Camp
Lejeune, NC.”

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Issued in Washington, DC, on February 6,
2008.

Ellen Crum,

Acting Manager, Airspace and Rules Group.
[FR Doc. E8–2758 Filed 2–13–08; 8:45 am]

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