

Issued in Anchorage, AK, on January 10, 2006.

Anthony M. Wylie,
*Manager, Alaska Flight Service Information
Area Group.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2006-25943; Airspace
Docket No. 06-ACE-13]

Modification of Class E Airspace; Phillipsburg, KS

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; request for
comments.

SUMMARY: This action amends Title 14
Code of Federal Regulations, part 71 (14
CFR 71) by modifying the Class E
airspace area at Phillipsburg Municipal
Airport, KS. An examination of
controlled airspace for Phillipsburg, KS
revealed discrepancies in the legal
description for the Class E airspace area.
The intended effect of this rule is to
provide controlled airspace of
appropriate dimensions to protect
aircraft executing Standard Instrument
Approach Procedures (SIAP) to
Phillipsburg Municipal Airport, KS.

DATES: This direct final rule is effective
on 0901 UTC, May 10, 2007. Comments
for inclusion in the Rules Docket must
be received on or before February 1,
2007. The Director of the Federal
Register approves this incorporation by
reference action under 1 CFR Part 51,
subject to the annual revision of FAA
Order 7400.9 and publication of
conforming amendments.

ADDRESSES: Send comments on this
proposal to the Docket Management
System, U.S. Department of
Transportation, Room Plaza 401, 400
Seventh Street, NW., Washington, DC
20590-0001. You must identify the
docket number FAA-2006-25943/
Airspace Docket No. 06-ACE-13, at the
beginning of your comments. You may
also submit comments on the Internet at
<http://dms.dot.gov>. You may review the
public docket containing the proposal,
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
1-800-647-5527) is on the plaza level
of the Department of Transportation
NASSIF Building at the above address.

FOR FURTHER INFORMATION CONTACT:

Grant Nichols, System Support, DOT
Regional Headquarters Building, Federal
Aviation Administration, 901 Locust,
Kansas City, MO 64106; telephone:
(816) 329-2522

SUPPLEMENTARY INFORMATION: This
amendment to 14 CFR 71 modifies the
Class E airspace area extending upward
from 700 feet AGL (ES) at Phillipsburg
Municipal Airport, KS. The radius of
the Class E Airspace area extending
upward from 700 feet above the surface
of the earth is expanded from within a
6.5-mile radius to within a 7.6-mile
radius of the airport. This modification
brings the legal description of the
Phillipsburg Municipal Airport, KS
Class E5 airspace area into compliance
with FAA Orders 7400.2F and
8260.19C. 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 7400.9P, 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 designations listed in this
document would be published
subsequently in the Order.

The Direct Final Rule Procedure

The FAA anticipates that this
regulation will not result in adverse or
negative comment and, therefore, is
issuing it as a direct final rule. Previous
actions of this nature have not been
controversial and have not resulted in
adverse comments or objections. 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 date on which the final
rule will become effective. If the FAA
does receive, 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

Interested parties are invited to
participate in this rulemaking 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 proposal. Comments
are specifically invited on the overall
regulatory, aeronautical, economic,
environmental, and energy-related
aspects of the proposal.
Communications should identify both
docket numbers and be submitted in
triplicate to the address listed above.
Comments wishing the FAA to
acknowledge receipt of their comments
on this notice must submit with those
comments a self-addressed, stamped
postcard on which the following
statement is made: "Comments to
Docket No. FAA-2006-25943/Airspace
Docket No. 06-ACE-13". The postcard
will be date/time stamped and returned
to the commenter.

Agency Findings

The regulations adopted herein will
not have a substantial direct effect on
the States, on the relationship between
the national Government and the States,
or on the distribution of power and
responsibilities among the 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 is noncontroversial and
unlikely to result in adverse or negative
comments. For the reasons discussed in
the preamble, I certify that 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) if
promulgated, will not have a significant
economic impact, positive or negative,
on a substantial number of small entities
under the criteria of the Regulatory
Flexibility Act.

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
since it contains aircraft executing
instrument approach procedures to
Phillipsburg Municipal Airport, KS.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference,
Navigation (air).

Adoption of the amendment.

■ Accordingly, 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 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, dated September 1, 2006, and effective September 15, 2006, is amended as follows:

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

* * * * *

ACE KS E5 Phillipsburg, KS

Phillipsburg Municipal Airport, KS
(Lat. 39°44'09" N., long. 99°19'02" W.)
Phillipsburg NDB
(Lat. 39°42'22" N., long. 99°17'17" W.)

That airspace extending upward from 700 feet above the surface within a 7.6-mile radius of Phillipsburg Municipal Airport and within 2.6 miles each side of the 143° bearing from the Phillipsburg NDB extending from the 7.6-mile radius to 7 miles southeast of the NDB.

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Issued in Fort Worth, TX, on December 26, 2006.

Donald R. Smith,

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

[FR Doc. 07–150 Filed 1–17–07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2006–24926; Airspace
Docket No. 06–ASW–1]

RIN 2120–AA66

Establishment, Modification and Revocation of VOR Federal Airways; East Central United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes 14 VOR Federal Airways (V–176, V–383, V–396, V–406, V–410, V–418, V–426, V–486, V–416, V–467, V–542, V–584, V–586, and V–609); modifies 12 VOR Federal Airways (V–14, V–26, V–40, V–

72, V–75, V–90, V–96, V–103, V–116, V–297, V–435, and V–526); and revokes one VOR Federal Airway (V–42) over the East Central United States in support of the Midwest Airspace Enhancement Plan (MASE). It should be noted that the FAA is withdrawing the proposal to establish VOR Federal Airway V–414 and delaying action to establish V–65 and modify V–133. Additionally, editorial changes are made to route numbers and the order of route elements for V–176, V–383, V–410, V–426, V–467, and V–486. The FAA is taking this action to enhance safety and to improve the efficient use of the navigable airspace assigned to the Chicago, Cleveland, and Indianapolis Air Route Traffic Control Centers (ARTCC).

DATES: *Effective Date:* 0901 UTC, March 15, 2007. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

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

SUPPLEMENTARY INFORMATION:

History

On June 16, 2006, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish 16 VOR Federal Airways (V–65, V–176, V–383, V–396, V–406, V–410, V–414, V–416, V–418, V–426, V–467, V–486, V–542, V–584, V–586, and V–609); modify 13 VOR Federal Airways (V–14, V–26, V–40, V–72, V–75, V–90, V–96, V–103, V–116, V–133, V–297, V–435, and V–526); and revoke one VOR Federal Airway (V–42) (71 FR 34854).

Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received objecting to the proposal.

Subsequent to the issuance of the notice, the FAA decided to withdraw the proposal to establish V–414 because further evaluation revealed that the route did not intersect United States airspace. Additionally, the FAA elected not to include the establishment V–65 and modification of V–133 in this action; these proposed airways will be addressed in a future final rule.

It should be noted that, due to format requirements, editorial changes were made to some of the route numbers and route descriptions listed in the notice of

proposed rulemaking. Specifically, V–176 was renumbered as V–383 and V–383 was renumbered as V–176. Also, the order of route elements was reversed in the descriptions for V–383 (proposed as V–176), V–410, V–426, V–467, and V–486.

VOR Federal Airways are published in paragraph 6010 of FAA Order 7400.9P dated September 1, 2006, and effective September 15, 2006, which is incorporated by reference in 14 CFR 71.1. The VOR Federal Airways listed in this document will be published subsequently in the Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 to establish 14 VOR Federal Airways (V–176, V–383, V–396, V–406, V–410, V–418, V–426, V–486, V–416, V–467, V–542, V–584, V–586, and V–609); modify 12 VOR Federal Airways (V–14, V–26, V–40, V–72, V–75, V–90, V–96, V–103, V–116, V–297, V–435, and V–526); and revoke one VOR Federal Airway (V–42) over the East Central United States within the airspace assigned to the Chicago, Cleveland, and Indianapolis ARTCCs. This action enhances safety and facilitates the more flexible and efficient use of the navigable airspace. Further, this action enhances the management of aircraft operations within the Chicago, Cleveland, and Indianapolis ARTCCs' areas of responsibility.

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.

Environmental Review

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