

Rules and Regulations

Federal Register

Vol. 73, No. 84

Wednesday, April 30, 2008

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 60

[Docket No. FAA-2002-12461; Amendment No. 60-3]

RIN 2120-AJ12

Flight Simulation Training Device Initial and Continuing Qualification and Use

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of issuance and availability of final rule.

SUMMARY: This document announces the availability of the final rule entitled Flight Simulation Training Device Initial and Continuing Qualification and Use, which went on public inspection at the Office of the Federal Register April 30, 2008, and will be published in the **Federal Register** on May 9, 2008.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this document or the final rule, contact Edward Cook, Air Transportation Division (AFS-200), Flight Standards Service, Federal Aviation Administration, 100 Hartsfield Centre Parkway, Suite 400, Atlanta, GA 30354; telephone: 404-832-4700; e-mail: Edward.D.Cook@faa.gov. For legal questions concerning this document or the final rule, contact Anne Bechdolt, Office of Chief Counsel (AGC-200), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone 202-267-7230; e-mail: Anne.Bechdolt@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

On April 17, 2008, the FAA issued a final rule entitled Flight Simulation Training Device Initial and Continuing

Qualification and Use. The effective date of the final rule is May 30, 2008. The final rule amends the Qualification Performance Standards (QPS) appendices for flight simulation training devices (FSTD) to provide greater harmonization with international standards for simulation. In addition, the rule adds a new level of simulation for helicopter flight training devices (FTD) and establishes FSTD Directive 1, which requires all existing FSTD airport models that are beyond the number of airport models required for qualification to meet specified requirements. The intended effect of the rule is to ensure that the flight training and testing environment is accurate and realistic. Except for the requirements of FSTD Directive 1, the technical requirements contained in the final rule do not apply to simulators qualified before May 30, 2008. The final rule results in minimal to no cost increases for manufacturers and sponsors.

The final rule will go on public display at the Office of the Federal Register on April 30, 2008, and will be published in the **Federal Register** on May 9, 2008. Beginning April 30, 2008, the full text of the final rule is available for review at <http://www.faa.gov>, under the Recently Published Rulemaking Documents section, http://www.faa.gov/regulations_policies/rulemaking/recently_published/.

The FAA has determined that the effective date of the final rule amending the QPS appendices should be May 30, 2008. Part 60 has been available to the public for review for over 1 year. The revisions to the QPS appendices of Part 60 reflect international standards that have been in existence for more than 4 years. Further, when the FAA delayed the effective date to Part 60, we also delayed the compliance dates of certain sections of the rule to provide adequate time for transition. Because of the notice provided and delayed compliance dates of certain sections, the FAA has determined that delaying the effective date of the final rule amending the QPS appendices is not required.

Issued in Washington, DC on April 23, 2008.

Pamela Hamilton-Powell,

Director, Office of Rulemaking.

[FR Doc. E8-9209 Filed 4-29-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2007-29157; Airspace Docket 07-ASO-23]

Establishment and Removal of Class E Airspace; Centre, AL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Centre-Piedmont Cherokee County Airport, (PYP), Centre, AL and removes Class E airspace at Centre Municipal Airport, Centre, AL, (C22). The operating status of the airport will include Instrument Flight Rule (IFR) operations.

DATES: *Effective Date:* 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.

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

SUPPLEMENTARY INFORMATION:

History

On January 29, 2008, the FAA proposed to amend Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing Class E airspace at Centre, AL, (73 FR 5135). This action will provide adequate Class E airspace for IFR operations at the new airport, Centre-Piedmont Cherokee County Airport (PYP), supporting the Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs) developed for Runways (RWY) 07-25. Airspace supporting Centre Municipal Airport (C22) is no longer required and through this action will be removed. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9R, signed August 15, 2007, and effective September 15, 2007,

which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

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

The Rule

The amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 establishes Class E airspace at Centre, AL, to provide controlled airspace required to support the new Area Navigation (RNAV) Global Positioning System (GPS) Rwy 07–25 at Centre-Piedmont Cherokee County Airport (PYP) and remove the Class E airspace at Centre Municipal Airport (C22), Centre, AL.

FAA has determined that this proposed 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 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 Class E airspace at Centre, AL.

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 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, and 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.

* * * * *

ASO AL E5 Centre, AL [REMOVE]

Centre Municipal Airport, AL

* * * * *

ASO AL E5 Centre, AL [NEW]

Centre-Piedmont Cherokee County Airport, AL

(Lat. 34°05′24″ N., long. 85°36′36″ W.)

That airspace extending upward from 700 feet above the surface within a 13-mile radius of Centre-Piedmont Cherokee County Airport.

* * * * *

Issued in College Park, Georgia, on April 8, 2008.

Kathy Swann,

Acting Manager, System Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. E8–9039 Filed 4–29–08; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2008–0066; Airspace Docket No. 08–ANE–97]

Establishment of Class E Airspace; Dover-Foxcroft, ME

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, correction, confirmation of effective date.

SUMMARY: The Federal Aviation Administration published in the **Federal Register** of February 21, 2008 (73 FR 9448), a document establishing Class E airspace at Dover-Foxcroft, ME. This action confirms the effective date of a direct final rule that establishes Class E Airspace at Dover-Foxcroft, ME 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 Mayo Regional Hospital Heliport and technically corrects the omission of the word “heliport” from the name of Mayo Regional Hospital Heliport.

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.

FOR FURTHER INFORMATION CONTACT:

Melinda Giddens, System Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5610.

SUPPLEMENTARY INFORMATION:

Confirmation of Effective Date

The FAA published this direct final rule with a request for comments in the **Federal Register** on February 21, 2008 (73 FR 9448) to establish Class E airspace at Dover-Foxcroft, ME. 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 June 5, 2008. No adverse comments were received, and thus this notice confirms that effective date.

Correction to Final Rule

After publication in the **Federal Register**, it was discovered that the word heliport was omitted from the name of the hospital and was incorrectly published as “Mayo Regional Hospital”. The name should have read “Mayo Regional Hospital Heliport”. This action corrects that error.

Accordingly, pursuant to the authority delegated to me, the name for Mayo Regional Hospital, Dover-