

**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 Bradford, PA [Amended]**

Bradford Regional Airport, Bradford, PA

(Lat. 41°48'11" N., long. 78°38'24" W.)

Bradford VORTAC

(Lat. 41°47'11" N., long. 78°37'10" W.)

BRAFO LOM

(Lat. 41°45'18" N., long. 78°34'24" W.)

HIVIT Waypoint

(Lat. 41°57'51" N., long. 78°39'15" W.)

That airspace extending upward from 700 feet above the surface of the Earth within a 6.5-mile radius of the Bradford Regional Airport and within 3.1 miles each side of the Bradford Regional Airport southeast localizer course extending from the BRAFO LOM to 10 miles southeast of the LOM and within 4.4 miles each side of the Bradford VORTAC 139° radial extending from the VORTAC to 10 miles southeast of the VORTAC and within 4.4 miles each side of the Bradford VORTAC 316° radial extending from the VORTAC to 16.1 miles northwest of the VORTAC and that airspace within a 6-mile radius of the HIVIT Waypoint serving the University of Pittsburgh.

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Issued in College Park, Georgia, on February 7, 2008.

**Barry A. Knight,**

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

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**BILLING CODE 4910–13–M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2008–0130; Airspace Docket No. 08–AEA–11]

**Modification of Class E Airspace; Wilkes-Barre, PA**

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

**ACTION:** Direct final rule, request for comments.

**SUMMARY:** This action modifies Class E Airspace at Wilkes-Barre, PA. Additional airspace is required to support new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs) that have been developed for the Community Medical Center and the Fire Station Helipad at Mercy Hospital. This action enhances the safety and management of Instrument Flight Rule (IFR) operations in the area by providing the required controlled airspace to support these approaches in the Wilkes-Barre area. This action also imparts a technical amendment to the legal description of the airspace by restoring a previously omitted description and makes a name change to the Point in Space SIAP for the Wyoming Valley Medical Center.

**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 April 7, 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 Avenue, SE., Washington, DC 20590–0001; Telephone: 1–800–647–5527; Fax: 202–493–2251. You must identify the Docket Number FAA–2008–0130; Airspace Docket No. 08–AEA–11, 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:**

Daryl Daniels, Airspace Specialist, System Support Group, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; Telephone (404) 305–5581, Fax 404–305–5572.

**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. The direct final rule is used in this case to facilitate the timing of the charting schedule and enhance the operation at the airport, while still allowing and requesting public comment on this rulemaking action. An electronic copy of this document may be downloaded from and comments submitted through <http://www.regulations.gov>. Communications should identify both docket numbers and be submitted in triplicate to the address specified under the caption **ADDRESSES** above or through the website. 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. 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>.

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-2008-0130; Airspace Docket No. 08-AEA-11." 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 modifies Class E airspace at Wilkes-Barre, PA, providing the controlled airspace required to support new Standard Instrument Approach Procedures (SIAPs) that were developed for both the Community Medical Center and the Fire Station Helipad at Mercy Hospital. Controlled airspace extending upward from 700 feet Above Ground Level (AGL) is required to encompass all SIAPs to the extent practical. The current E5 airspace in the area is insufficient for these approaches, so additional controlled airspace must be developed. The FAA is amending Title 14, Code of Federal Regulations (14 CFR) part 71 to modify Class E5 airspace at Wilkes-Barre by adding a 6-mile radius area around each of the Point in Space Waypoints associated with the Missed Approach Point of the Instrument Approach Procedures at the two different locations.

Additionally, on November 23, 2006, the FAA published in the **Federal Register** (71 FR 60814) an amendment to Class E5 airspace at Wilkes-Barre adding airspace that was required to support Special Instrument Approach Procedures that were developed for the Wyoming Valley Medical Center. In that publication, the legal description of the new airspace should have been added to

the existing airspace as published in FAA Order 7400.9P dated September 01, 2006. However, only the text of the newly designated E5 airspace was included and the description of the older existing airspace was omitted. The original airspace was never revoked, just omitted in the documentation, thus this technical amendment restores that description. The Point in Space associated with the Wyoming Valley Medical Center will also be replaced with its appropriate name, ZIGAL Waypoint. Designations for Class E airspace 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 part 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 modifies controlled airspace at Wilkes-Barre, 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 Wilkes-Barre, PA [Revised]

Wilkes-Barre/Scranton International Airport  
(Lat. 41°20'19" N., long 75°43'24" W.)

BARTY LOM

(Lat. 41°16'37" N., long 75°46'32" W.)

Wilkes-Barre/Scranton International ILS  
Localizer Northeast Course

(Lat. 41°19'54" N., long 75°43'49" W.)

Wyoming Valley Medical Center

(Lat. 41°15'29" N., long 75°48'32" W.)

ZIGAL Waypoint

(Lat. 41°16'08" N., long 75°48'36" W.)

Community Medical Center, Scranton, PA

(Lat. 41°24'00" N., long 75°38'47" W.)

ZESMA Waypoint

(Lat. 41°24'00" N., long 75°39'39" W.)

Fire Station Helipad at Mercy Hospital

(Lat. 41°14'08" N., long 75°56'03" W.)

ZIDKA Waypoint

(Lat. 41°14'14" N., long 75°55'12" W.)

That airspace extending upward from 700 feet above the surface of the Earth within a 6.7-mile radius of Wilkes-Barre/Scranton International Airport and within 3.1 miles each side of the Wilkes-Barre/Scranton International Airport Localizer southwest course extending from the BARTY LOM to 10 miles southwest of the LOM and within 4.4 miles each side of the Wilkes-Barre/Scranton

International Airport localizer to 11.8 miles northeast of the Localizer; and including that airspace within a 6-mile radius of each of the Point in Space Waypoints ZIGAL, ZESMA, and ZIDKA serving the Wyoming Medical Center, the Community Medical Center, and the Fire Station Heliport at Mercy Hospital, respectively.

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Issued in College Park, Georgia, on February 7, 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-2008-0065; Airspace  
Docket No. 08-ANE-96]

#### Establishment of Class E Airspace; Carrabassett, ME

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

**ACTION:** Direct final rule, request for  
comments.

**SUMMARY:** This action establishes Class E Airspace at Carrabassett, 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 Sugarloaf Regional Airport. 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 Carrabassett, ME.

**DATES:** Effective 0901 UTC, June 5, 2006. 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 April 7, 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 Avenue, SE., Washington, DC 20590-0001; Telephone: 1-800-647-5527; Fax: 202-493-2251. You must identify the Docket Number FAA-2008-0065; Airspace Docket No. 08-ANE-96, 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, Georgia 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 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 notice of proposed rulemaking may be published with a new comment period.

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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 website. 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-2008-0065; Airspace Docket No. 08-ANE-96." 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 Carrabassett, ME providing the controlled airspace required to support the new Copter Area Navigation (RNAV) Global Positioning System (GPS) 272 Point in Space (PinS) approach developed for the Sugarloaf Regional Airport. Controlled airspace, known as Class E5 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 Title 14, Code of Federal Regulations (14 CFR) part 71 to establish a 6-mile radius Class E5 airspace at Carrabassett, ME. 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 part 71.1. The Class E designations listed in this document will be published subsequently in the Order.