

Issued in College Park, Georgia, on June 29, 2012.

Barry A. Knight,

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[FR Doc. 2012-16674 Filed 7-9-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2011-1211; **Airspace**
Docket No. 11-ASO-40]

Amendment of Class E Airspace; Memphis, TN

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E Airspace at Memphis, TN area, as the West Memphis Non-Directional Beacon (NDB) has been decommissioned and new Standard Instrument Approach Procedures have been developed at Memphis International Airport. This action also removes West Memphis Municipal Airport, West Memphis, from the existing airspace surrounding Memphis International Airport, Memphis, TN. This action enhances the safety and airspace management of Instrument Flight Rules (IFR) operations at the airport. This action also makes a minor adjustment to the geographic coordinates of General DeWitt Spain Airport and makes a minor correction to the regulatory text.

DATES: Effective 0901 UTC, September 20, 2012. 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: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-6364.

SUPPLEMENTARY INFORMATION:

History

On March 26, 2012, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to amend Class E airspace at Memphis, TN (77 FR 17360). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA.

No comments were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9V dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order. Except for a minor clerical change in the regulatory text correcting ‘NDB’ to ‘Airport’, this rule is the same as published in the NPRM.

The Rule

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 amends Class E airspace extending upward from 700 feet above the surface at Memphis, TN. Airspace reconfiguration is necessary due to the decommissioning of the West Memphis NDB and cancellation of the NDB approach, and for continued safety and management of IFR operations at the airport. Also, West Memphis Municipal Airport, West Memphis, AR, is removed from the Memphis, TN, airspace designation to accommodate the separation of existing Class E airspace surrounding Memphis International Airport, Memphis, TN. The establishment of the new designator for the Class E airspace area surrounding West Memphis Municipal Airport, West Memphis, AR, is simultaneously coordinated with this action. This action also adjusts the geographic coordinates of General DeWitt Spain Airport to be in concert with the FAA's aeronautical database, and corrects ‘NDB’ to read ‘Airport’ in the regulatory text.

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 amends controlled airspace in Memphis, TN.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures,” paragraph 311a. 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.

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 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, effective September 15, 2011, is amended as follows:

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

* * * * *

ASO TN E5 Memphis, TN [Amended]

Memphis International Airport, TN
(Lat. 35°02'33" N., long. 89°58'36" W.)
Olive Branch, MS, Olive Branch Airport
(Lat. 34°58'44" N., long. 89°47'13" W.)
General DeWitt Spain Airport

(Lat. 35°12'03" N., long. 90°03'14" W.)
Elvis NDB
(Lat. 35°03'41" N., long. 90°04'18" W.)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Memphis International Airport, and within 4 miles north and 8 miles south of the 271° bearing from the Elvis NDB extending from the 8-mile radius to 16 miles west of the Elvis NDB, and within a 7.5-mile radius of Olive Branch Airport, Olive Branch, MS, and within 4 miles west and 8 miles east of the 017° bearing and 4 miles west and 8 miles east of the 170° bearing from Olive Branch Airport extending from the 7.5-mile radius to 16 miles northeast and south of the airport, and within a 6.4-mile radius of General DeWitt Spain Airport; excluding that airspace within the Millington, TN, Class E airspace area.

Issued in College Park, Georgia, on June 27, 2012.

Barry A. Knight,

*Acting Manager, Operations Support Group,
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Organization.*

[FR Doc. 2012-16672 Filed 7-9-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2012-0286; Airspace
Docket No. 11-AWP-22]

RIN 2120-AA66

Establishment of Area Navigation (RNAV) Routes; Southwestern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the Federal Register on June 14, 2012, that establishes two RNAV routes in the southwest United States. This action corrects the latitude/longitude coordinates for the NOCHI waypoint (WP) as appears in the description of RNAV route T-310.

DATES: Effective date 0901 UTC, July 26, 2012. 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: Paul Gallant, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

On June 14, 2012, the FAA published a final rule in the **Federal Register** establishing two RNAV routes, T-306 and T-310, in the southwestern United States (77 FR 35618). Subsequent to publication, an error was found in the latitude/longitude coordinates for the NOCHI waypoint (WP) in the description of T-310. The NOCHI WP also appears in the description of T-306, but the coordinates are correct in that description.

Area Navigation Routes are published in paragraph 6011 of FAA Order 7400.9V, dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The RNAV route listed in this document will be published subsequently in the Order.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the coordinates for the NOCHI waypoint as published in the **Federal Register** on June 14, 2012 (77 FR 35618) (FR Doc. 2012-14406) for RNAV route T-310, is corrected under the description as follows:

Paragraph 6011—United States Area Navigation Routes

* * * * *

T-310 [Corrected]

■ On page 35619, line 23, remove “NOCHI, AZ WP (lat. 31°59'58" N., long. 108°30'51" W.)” and insert “NOCHI, AZ WP (Lat. 32°02'00" N., long. 109°45'30" W.)”

Issued in Washington, DC, on June 26, 2012.

Gary A. Norek,

Acting Manager, Airspace, Regulations and ATC Procedures Group.

[FR Doc. 2012-16696 Filed 7-9-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2012-0129; Airspace
Docket No. 12-AWA-3]

RIN 2120-AA66

Revocation and Modification of Multiple Domestic, Alaskan, and Hawaiian Compulsory Reporting Points

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action removes eighteen Domestic and Alaskan compulsory reporting points defined by navigation aids previously decommissioned, removed, or shutdown and taken out of the FAA aeronautical database as compulsory reporting points. Additionally, this action also requires changes to the name of four navigation aids that define associated compulsory reporting points. The FAA is removing the outdated Part 71 compulsory reporting points since they are no longer valid, and amending those Part 71 compulsory reporting points that require name changes, to be consistent with the FAA's aeronautical database.

DATES: Effective date 0901 UTC July 10, 2012. 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: Colby Abbott, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

After a recent review of aeronautical data, the National Flight Data Center (NFDC) identified eighteen compulsory reporting points, defined by navigation aids, listed in FAA Order (FAAO) 7400.9, Airspace Designations and Reporting Points that are no longer valid and are not contained in the FAA's aeronautical database as reporting points. The reporting points included five Domestic Reporting Points, ten Alaskan Low Altitude Reporting Points, and three Alaskan High Altitude Reporting Points. Additionally, NFDC identified four other reporting points that require updates to match the current navigation aid name that defines the reporting point, as reflected in the aeronautical database. These include two Alaskan Low Altitude Reporting Points, one Alaskan High Altitude Reporting Point, and one Hawaiian Reporting Point.

No regulatory actions were taken when the navigation aids, which define these compulsory reporting points, were removed or renamed in the FAA aeronautical database. To overcome confusion and remove flight safety issues associated with publishing outdated compulsory reporting point information, the FAA is removing