

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 14 CFR 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 the Federal Aviation Administration Order 7400.9W, Airspace Designations and Reporting Points, dated August 8, 2012, and effective September 15, 2012 is amended as follows:

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

* * * * *

AAL AK E5 Point Thomson, AK [Modified]

Point Thomson 3 Heliport, AK
(Lat. 70°10'17" N., long. 146°15'31" W)
Point Thomson Airstrip Airport, AK
(Lat. 70°08'10" N., long. 146°17'24" W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Point Thomson 3 Heliport, and that airspace within an 8.9-mile radius of Point Thomson, Airstrip Airport.

Issued in Seattle, Washington, on August 6, 2013.

Christopher Ramirez,

Acting Manager, Operations Support Group, Western Service Center.

[FR Doc. 2013–20018 Filed 8–16–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2013–0272; Airspace Docket No. 13–ASW–10]

Amendment of Class E Airspace; Lexington, OK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace at Muldrow Army Heliport, Lexington, OK. Changes to military mission requirements require conversion of the Class E surface area to a Class E transition area. This action enhances the safety and management of Instrument Flight Rule (IFR) operations at the airport.

DATES: Effective date: 0901 UTC, December 12, 2013. 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:

Scott Enander, Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone 817–321–7716.

SUPPLEMENTARY INFORMATION:

History

On June 3, 2013, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to amend Class E airspace at Muldrow Army Heliport, Lexington, OK (78 FR 33017) Docket No. FAA–2013–0272. 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 paragraphs 6002 and 6005, respectively, of FAA Order 7400.9W dated August 8, 2012, and effective September 15, 2012, 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.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by amending Class E airspace at Muldrow Army Heliport, Lexington, OK, removing the Class E surface area and creating Class E airspace extending upward from 700 feet above the surface within a 6.8-mile radius of the heliport. This change supports low altitude military helicopter operations and ensures that standard instrument approaches are conducted within controlled airspace for the safety and management of IFR operations at the heliport.

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 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 only affects air traffic procedures and air navigation, it is certified that this rule, when

promulgated, does 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 U.S. Code. Subtitle 1, 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 at Muldrow Army Heliport, Lexington, OK.

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.

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, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR 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 the Federal Aviation Administration Order 7400.9W, Airspace Designations and Reporting Points, dated August 8, 2012, and effective September 15, 2012, is amended as follows:

Paragraph 6002 Class E Airspace
Designated as Surface Areas.

ASW OK E2 Lexington, OK [Removed]

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

ASW OK E5 Lexington, OK [New]

Muldrov Army Heliport, OK
(Lat. 35°01'35" N., long. 97°13'54" W.)

That airspace extending upward from 700
feet above the surface within a 6.8-mile
radius of Muldrov Army Heliport.

Issued in Fort Worth, Texas, on August 2,
2013.

David P. Medina,

Manager, Operations Support Group, ATO
Central Service Center.

[FR Doc. 2013-20016 Filed 8-16-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30914; Amdt. No. 3549]

**Standard Instrument Approach
Procedures, and Takeoff Minimums
and Obstacle Departure Procedures;
Miscellaneous Amendments**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes, amends,
suspends, or revokes Standard
Instrument Approach Procedures
(SIAPs) and associated Takeoff
Minimums and Obstacle Departure
Procedures for operations at certain
airports. These regulatory actions are
needed because of the adoption of new
or revised criteria, or because of changes
occurring in the National Airspace
System, such as the commissioning of
new navigational facilities, adding new
obstacles, or changing air traffic
requirements. These changes are
designed to provide safe and efficient
use of the navigable airspace and to
promote safe flight operations under
instrument flight rules at the affected
airports.

DATES: This rule is effective August 19,
2013. The compliance date for each
SIAP, associated Takeoff Minimums,
and ODP is specified in the amendatory
provisions.

The incorporation by reference of
certain publications listed in the
regulations is approved by the Director
of the **Federal Register** as of August 19,
2013.

ADDRESSES: Availability of matters
incorporated by reference in the
amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA
Headquarters Building, 800
Independence Avenue SW.,
Washington, DC 20591;
2. The FAA Regional Office of the
region in which the affected airport is
located;
3. The National Flight Procedures
Office, 6500 South MacArthur Blvd.,
Oklahoma City, OK 73169 or,
4. The National Archives and Records
Administration (NARA). For
information on the availability of this
material at NARA, call 202-741-6030,
or go to: [http://www.archives.gov/
federal_register/
code_of_federal_regulations/
ibr_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

*Availability—*All SIAPs and Takeoff
Minimums and ODPs are available
online free of charge. Visit [http://
www.nfdc.faa.gov](http://www.nfdc.faa.gov) to register.
Additionally, individual SIAP and
Takeoff Minimums and ODP copies may
be obtained from:

1. FAA Public Inquiry Center (APA-
200), FAA Headquarters Building, 800
Independence Avenue SW.,
Washington, DC 20591; or
2. The FAA Regional Office of the
region in which the affected airport is
located.

FOR FURTHER INFORMATION CONTACT:

Richard A. Dunham III, Flight Procedure
Standards Branch (AFS-420), Flight
Technologies and Programs Divisions,
Flight Standards Service, Federal
Aviation Administration, Mike
Monroney Aeronautical Center, 6500
South MacArthur Blvd. Oklahoma City,
OK. 73169 (Mail Address: P.O. Box
25082, Oklahoma City, OK 73125)
Telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This rule
amends Title 14 of the Code of Federal
Regulations, Part 97 (14 CFR Part 97), by
establishing, amending, suspending, or
revoking SIAPs, Takeoff Minimums
and/or ODPS. The complete regulators
description of each SIAP and its
associated Takeoff Minimums or ODP
for an identified airport is listed on FAA
form documents which are incorporated
by reference in this amendment under 5
U.S.C. 552(a), 1 CFR Part 51, and 14
CFR Part 97.20. The applicable FAA
Forms are FAA Forms 8260-3, 8260-4,
8260-5, 8260-15A, and 8260-15B when
required by an entry on 8260-15A.

The large number of SIAPs, Takeoff
Minimums and ODPs, in addition to
their complex nature and the need for
a special format make publication in the
Federal Register expensive and

impractical. Furthermore, airmen do not
use the regulatory text of the SIAPs,
Takeoff Minimums or ODPs, but instead
refer to their depiction on charts printed
by publishers of aeronautical materials.
The advantages of incorporation by
reference are realized and publication of
the complete description of each SIAP,
Takeoff Minimums and ODP listed on
FAA forms is unnecessary. This
amendment provides the affected CFR
sections and specifies the types of SIAPs
and the effective dates of the, associated
Takeoff Minimums and ODPs. This
amendment also identifies the airport
and its location, the procedure, and the
amendment number.

The Rule

This amendment to 14 CFR Part 97 is
effective upon publication of each
separate SIAP, Takeoff Minimums and
ODP as contained in the transmittal.
Some SIAP and Takeoff Minimums and
textual ODP amendments may have
been issued previously by the FAA in a
Flight Data Center (FDC) Notice to
Airmen (NOTAM) as an emergency
action of immediate flight safety relating
directly to published aeronautical
charts. The circumstances which
created the need for some SIAP and
Takeoff Minimums and ODP
amendments may require making them
effective in less than 30 days. For the
remaining SIAPs and Takeoff
Minimums and ODPS, an effective date
at least 30 days after publication is
provided.

Further, the SIAPs and Takeoff
Minimums and ODPS contained in this
amendment are based on the criteria
contained in the U.S. Standard for
Terminal Instrument Procedures
(TERPS). In developing these SIAPs and
Takeoff Minimums and ODPs, the
TERPS criteria were applied to the
conditions existing or anticipated at the
affected airports. Because of the close
and immediate relationship between
these SIAPs, Takeoff Minimums and
ODPs, and safety in air commerce, I find
that notice and public procedures before
adopting these SIAPs, Takeoff
Minimums and ODPs are impracticable
and contrary to the public interest and,
where applicable, that good cause exists
for making some SIAPs effective in less
than 30 days.

Conclusion

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. It, therefore—(1) Is not a
“significant regulatory action” under
Executive Order 12866; (2) is not a