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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-2008-0059; Airspace Docket No. 08-ANE-90." 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 Fort Kent, ME providing the controlled airspace required to support the new Copter Area Navigation RNAV Global Positioning System (GPS) 011 Point in Space (PinS) approach developed for the Northern Maine Medical Center. In today's environment where speed of treatment for medical injuries is imperative, landing sites have been developed for helicopter medical Lifeguard flights or Lifeflights at the local hospitals. Controlled 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 Fort Kent, 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.

### 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 establishes controlled airspace near the Northern Maine Medical Center in Fort Kent, ME.

### 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 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.*

\* \* \* \* \*

#### ANNE ME E5 Fort Kent, ME [New]

Northern Maine Medical Center  
(Lat. 47°15'54" N., long. 68°35'36" W.)  
Point in Space Coordinates  
(Lat. 47°15'00" N., long. 68°34'43" W.)

That airspace extending upward from 700 feet above the surface of the Earth within a 6-mile radius of the Point in Space Coordinates (lat. 47°15'00" N., long. 68°34'43" W.) serving the Northern Maine Medical Center excluding that airspace outside of the United States.

\* \* \* \* \*

Issued in College Park, Georgia, on January 24, 2008.

**Mark D. Ward,**

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

[FR Doc. 08–734 Filed 2–20–08; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2008–025; Airspace Docket No. 08–AGL–3]

#### Establishment of Class E Airspace; La Pointe, WI

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

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

**SUMMARY:** This action establishes Class E airspace at La Pointe, WI. Additional

controlled airspace is necessary to accommodate aircraft using new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs). The FAA proposes this action to enhance the safety and management of Instrument Flight Rules (IFR) aircraft operations at La Pointe, WI, Madeline Island Airport. **DATES:** *Effective Dates:* 0901 UTC April 10, 2008. Comments for inclusion in the rules Docket must be received by April 7, 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.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue, SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001. You must identify the docket number FAA-2008-025/Airspace Docket No. 08-AGL-3, at the beginning of your comments. You may also submit comments through the Internet at <http://regulations.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 ground floor of the building at the above address.

**FOR FURTHER INFORMATION CONTACT:** Joe Yadouga, Central Service Center, System Support Group, Federal Aviation Administration, Southwest Region, Ft. Worth, TX 76193-0530; telephone (817) 222-5597.

#### **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. 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 of the rule. If the FAA receives, within the comment period, an adverse or negative comment, or written comment 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. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the direct final rule. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the direct final rule. Commenters wishing the FAA to acknowledge receipt of their comments on this rule must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2008-0025, Airspace Docket No. 08-AGL-3." The postcard will be date/time stamped and returned to the commenter. Communications should identify both docket numbers and be submitted in triplicate to the address specified under the caption **ADDRESSES** above or through the Web site. 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.

#### **The Rule**

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 establishes Class E airspace at La Pointe, WI providing the airspace required to support the new RNAV (GPS) RWY 4/22 approach developed for IFR landings at Madeline Island Airport. Controlled airspace extending upward from 700 feet above the surface is required to encompass all SIAPs and for the safety of IFR operations at Madeline Island Airport. Designations for Class E airspace areas extending upward from 700 feet above the surface of the earth are published in the FAA Order 7400.9R, signed August 15, 2007 and effective September 15, 2007, which is incorporated by reference in 14 CFR Part 71.1. 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 implication 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 (44FR 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 La Pointe, WI.

#### **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 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 Designation 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 Above the Surface of the Earth.*

\* \* \* \* \*

**AGL WI E5 La Pointe, WI [New]**

Madeline Island Airport

(Lat. 46°47'19" N., long. 90°45'31" W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Madeline Island Airport.

\* \* \* \* \*

Issued in Fort Worth, TX, on February 8, 2008.

**Donald R. Smith,**

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

[FR Doc. 08-735 Filed 2-20-08; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2008-027; Airspace Docket No. 08-ASW-3]

**Establishment of Class E5 Airspace; Eagle Pass, TX**

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

**ACTION:** Direct final rule; request for comments; correction.

**SUMMARY:** This action corrects a direct final rule published in the **Federal Register** January 22, 2008 (73 FR 3625), Airspace Docket No. 08-ASW-3, FAA Docket No. FAA-2008-027. In that rule, an error was made in the geographic coordinates of the legal description for Maverick County Memorial International. This action also deletes that portion of the legal description referencing Notice to Airmen effective date and times.

**DATES:** *Effective Dates:* 0901 UTC April 10, 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:** Joe Yadouga, Central Service Center, System Support Group, Federal

Aviation Administration, Southwest Region, Ft. Worth, Texas 76193-0530; telephone (817) 222-5597.

**SUPPLEMENTARY INFORMATION:****History**

On January 22, 2008, a direct final rule for Airspace Docket No. 08-ASW-3, FAA Docket No. FAA-2008-027, was published in the **Federal Register** (73 FR 3625), establishing Class E airspace at Maverick County Memorial International Airport, Eagle Pass, TX. The geographic coordinates of the legal description for the airport were incorrect. The coordinates should read lat. 28°51'26" N., long. 100°30'48" W. This action corrects that error, and also removes the sentences referencing Notice to Airmen effective date and times.

**Correction to Direct Final Rule**

■ Accordingly, pursuant to the authority delegated to me, the legal description, as published in the **Federal Register** January 22, 2008 (73 FR 3625), Airspace Docket No. 08-ASW-3, FAA Docket No. FAA-2008-027, and incorporated by reference in 14 CFR 71.1, is corrected as follows:

**§71.1 Amended**

■ On page 3626, column 3, line 25, correct the geographic coordinates for Maverick County Memorial International Airport to read:

**ASW TX CLASS E5 Eagle Pass, TX [Corrected]**

Maverick County Memorial International Airport

(Lat. 28°51'26" N., long. 100°30'48" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Maverick County Memorial International Airport to exclude the international boundaries of Mexican airspace.

Issued in Fort Worth, TX, on February 8, 2008.

**Donald R. Smith,**

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

[FR Doc. 08-733 Filed 2-20-08; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2005-22491; Airspace Docket No. 05-AEA-019]

**Amendment of Class E Airspace; Williamsport, PA**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the geographic coordinates of a final rule published in the **Federal Register** October 30, 2007, that established additional controlled airspace at Williamsport-Lycoming County Airport (72 FR 61297), Airspace Docket No. FAA-2005-22491.

**DATES:** Effective 0901 UTC, February 21, 2008.

**FOR FURTHER INFORMATION CONTACT:**

Daryl Daniels, Airspace Specialist, System Support, AJ02-E2B.12, FAA Eastern Service Center, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305-5581; fax (404) 305-5572.

**SUPPLEMENTARY INFORMATION:****History**

A final rule published in the **Federal Register** October 30, 2007, established additional controlled airspace at Williamsport-Lycoming County Airport (72 FR 61297). In that rule, additional airspace was established to serve the Williamsport Hospital. After publication, an error was found in the geographic coordinates of the Williamsport-Lycoming County Airport, Williamsport, PA. This action corrects that error.

**Correction to Final Rule**

■ Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Williamsport-Lycoming County Airport, PA, as published in the **Federal Register** on October 30, 2007 (72 FR 61297), **Federal Register** Docket No. FAA-2005-22491 are corrected as follows:

**§71.1 [Amended]**

\* \* \* \* \*

**AEA PA E5 Williamsport, PA [Corrected]**

Williamsport-Lycoming County Airport

(Lat. 41°14'31" N., long. 76°55'16" W.)

Picture Rocks NDB

(Lat. 41°16'36" N., long. 76°42'37" W.)

Williamsport Hospital Point In Space Coordinates

(Lat. 41°14'43" N., long. 77°00'04" W.)

That airspace extending upward from 700 feet above the surface within a 17.9-mile