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SUPPLEMENTARY INFORMATION:

History

On February 18, 1998, the FAA proposed to amend 14 CFR part 71 by modifying the Class E airspace area at Globe, AZ (63 FR 8152). Additional controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the GPS RWY 27 SIAP at San Carlos Apache Airport. This action will provide adequate controlled airspace for IFR operations at San Carlos Apache Airport, Globe, AZ.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies the Class E airspace area at Globe, AZ. The development of a GPS SIAP has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 27 SIAP at San Carlos Apache Airport, Globe, AZ.

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 will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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; 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; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

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

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AWP AZ E5 Globe, AZ [Revised]

San Carlos Apache Airport, AZ
(lat. 33°21'10"N, long. 110°39'51"W)

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 33°25'00"N, long. 110°33'34"W; to lat. 33°25'00"N, long. 110°09'00"W; to lat. 33°09'00"W, long. 110°20'00"W; to lat. 33°15'45"N, long. 110°35'34"W, thence clockwise along the 6.5-mile radius of the San Carlos Apache Airport, to the point of beginning.

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Issued in Los Angeles, California on April 1, 1998.

Sherry Avery,

Acting Assistant Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 98-9644 Filed 4-10-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 96-AWP-3]

Establishment of Class E Airspace; Apple Valley, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class E airspace area at Apple Valley, CA. The

development of a Global Positioning System (GPS) Runway (RWY) 18 Standard Instrument Approach Procedure (SIAP) has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Apple Valley Airport, Apple Valley, CA.

EFFECTIVE DATE: 0901 UTC June 18, 1998.

FOR FURTHER INFORMATION CONTACT:

Larry Tonish, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6539.

SUPPLEMENTARY INFORMATION:

History

On May 30, 1997, the FAA proposed to amend 14 CFR part 71 by establishing a Class E airspace area at Apple Valley, CA (62 FR 29312). This action will provide adequate controlled airspace to accommodate the GPS RWY 18 SIAP at Apple Valley Airport, Apple Valley, CA.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 establishes a Class E airspace area at Apple Valley, CA. The development of a GPS SIAP has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 18 SIAP at Apple Valley Airport, Apple Valley, CA.

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 will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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, CLASS E AIRSPACE AREAS; 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 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

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

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AWP CA E5 Apple Valley, CA [New]

Apple Valley Airport, CA
(lat. 34°34'45"N, long. 117°11'10"W)

That airspace extending upward from 700 feet above the surface within a 8-mile radius Apple Valley Airport and within 1.8 miles each side of the 016° bearing from the Apple Valley Airport, extending from the 8-mile radius to 12.5 miles north of the airport, excluding that portion within the Victorville, CA, Class E airspace area.

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Issued in Los Angeles, California on March 30, 1998.

Sherry Avery,

*Acting Manager, Air Traffic Division,
Western-Pacific Region.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–AWP–20]

Establishment of Class E Airspace; Davis/Woodland/Winters, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class E airspace area Davis/Woodland/Winters, CA. The development of a Global Positioning System (GPS) Runway (RWY) 16 and RWY 34 and a VHF Omnidirectional Range (VOR) RWY 34 Standard Instrument Approach Procedure (SIAP) has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations Yolo County-Davis/Woodland/Winters Airport, Davis/Woodland/Winters, CA.

EFFECTIVE DATE: 0901 UTC June 18, 1998.

FOR FURTHER INFORMATION CONTACT:

Larry Tonish, Airspace Specialist, Airspace Branch, AWP–520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725 6539.

SUPPLEMENTARY INFORMATION:

History

On May 1, 1997, the FAA proposed to amend 14 CFR part 71 by establishing a Class E airspace area at Davis/Woodland/Winters, CA (62 FR 23699). This action will provide adequate controlled airspace to accommodate the GPS RWY 16, RWY 34, and VOR RWY 34 SIAP at Yolo County-Davis/Woodland/Winters Airport, Davis/Woodland/Winter, CA. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 establishes a Class E airspace area at Davis/Woodland/Winters, CA. The development of a GPS and VOR SIAP has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 16, RWY, 34, and VOR 34 SIAP at Yolo County-Davis/Woodland/Winters Airport, Davis/Woodland/Winters, CA.

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 will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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

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