

Issued in Kansas City, MO, on July 15, 1998.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-20347 Filed 7-29-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 96-AWP-11]

Establishment of Class E Airspace; Safford, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class E airspace area at Safford, AZ. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing the Global Positioning System (GPS) Runway (RWY) 12 and GPS RWY 30 Standard Instrument Approach Procedure (SIAP) at Safford Municipal Airport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations Safford Municipal Airport, Safford, AZ. **EFFECTIVE DATE:** 0901 UTC October 8, 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) 725-6531.

SUPPLEMENTARY INFORMATION:

History

On June 2, 1998, the FAA proposed to amend 14 CFR part 71 by establishing a Class E airspace area at Safford, AZ (63 FR 29960). Additional controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the GPS RWY 12 and GPS RWY 30 SIAP at Safford Municipal Airport. This action will provide adequate controlled airspace for IFR operations at Safford Municipal Airport, Safford, 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 establishes a Class E airspace area at Safford, 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 12 and GPS RWY 30 SIAP at Safford Municipal Airport, Safford, 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.

* * * * *

AWP AZ E5 Safford, AZ [New]

Safford Municipal Airport, AZ
(lat. 32°51'17"N, long. 109°38'07"W)
Williams Gateway Airport, AZ
(lat. 33°18'28"N, long. 111°39'20"W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Safford Municipal Airport. That airspace extending upward from 1200 feet above the surface bounded on the south by a line beginning at lat. 32°25'00"N, long. 109°11'30"W; to lat. 32°25'00"N, long. 109°26'00"W; to lat. 32°23'00"N, long. 109°26'00"W; extending along the northern boundary of V-94 to the 100-mile radius of the Williams Gateway Airport; and on the west by the 100-mile radius of the Williams Gateway Airport to lat. 33°00'00"N; and on the north by lat. 33°00'00"N; and on the east to lat. 33°00'00"N, long. 109°37'00"W; to lat. 32°40'00"N, long. 109°17'00"W, thence to the point of beginning.

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Issued in Los Angeles, California, on July 20, 1998.

John G. Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 98-20349 Filed 7-29-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ASO-8]

Amendment to Class E Airspace; Tallahassee, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule

SUMMARY: This amendment is necessary to reflect a change in the name of the Tallahassee VHF Omnidirectional Range/Tactical Air Navigation (VORTAC) of the Seminole VORTAC. **EFFECTIVE DATE:** 0901 UTC, October 8, 1998.

FOR FURTHER INFORMATION CONTACT: Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5586.

SUPPLEMENTARY INFORMATION:

History

The name of the navigation aid serving the Tallahassee Regional Airport, FL, has been changed from the Tallahassee VORTAC to the Seminole

VORTAC to eliminate confusion in describing the navigation aid and the airport. This action will have no impact on the users of the airspace. This rule will become effective on the date specified in the **DATES** section. Since this action is technical in nature and does not change the airspace design and, therefore, has no impact on the users of the airspace, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Designations for Class E Airspace Areas Designated as an Extension are published in FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR part 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) modifies the Class E airspace description at Tallahassee, FL, to reflect the name change of the Tallahassee VORTAC to Seminole VORTAC.

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 "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; AIRWAYS; 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; EO 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 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6003 Class E Airspace Areas Designated as an Extension.

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ASO FL E3 Tallahassee, FL [Revised]

Tallahassee Regional Airport, FL
(Lat. 30°23'47"N, long. 84°21'01"W)
Seminole VORTAC
(Lat. 30°33'22"N, long. 84°22'26"W)

That airspace extending upward from the surface within 1.3 miles each side of the Seminole VORTAC 175 radial extending from a 5-mile radius of the Tallahassee Regional Airport to 2 miles south of the VORTAC.

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Issued in College Park, Georgia, on July 15, 1998.

Nancy B. Shelton,

*Acting Manager, Air Traffic Division,
Southern Region.*

[FR Doc. 98–20356 Filed 7–29–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–ASW–40]

RIN 2120–AA66

Realignment of VOR Federal Airway 369; TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action realigns Federal Airway 369 (V–369) located in the Dallas/Fort Worth, TX, area. Due to the decommissioning of the Dallas/Fort Worth Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC), V–369 will be realigned to the newly commissioned Maverick Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME), which is located .66 miles west of the former Dallas/Fort Worth VORTAC. The FAA is taking this action to improve the management of air traffic operations in the vicinity of the Dallas/Fort Worth area.

DATES: Effective 0901 UTC, October 8, 1998.

Comment date: Comments for inclusion in the Rules Docket must be received on or before August 31, 1998.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Air Traffic Division, ASW–500, Docket No. 98–ASW–40, Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, TX 76193–0500.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division, Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, TX 76193–0500.

FOR FURTHER INFORMATION CONTACT: Bil Nelson, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule.

Due to the decommissioning of the Dallas/Fort Worth VORTAC and the commissioning of the Maverick VOR/DME there is a need to realign V–369 to the Maverick VOR/DME. Realigning V–369 does not alter the airway track significantly and will benefit users of the airway. Since previous rulemaking actions similar to this one have not been controversial, the FAA does not anticipate any adverse comments on this regulatory effort. Therefore, 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 date on which the final rule will become effective. If the FAA does receive, 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