

Issued in Jamaica, New York on December 16, 1997.

Franklin D. Hatfield,
Manager, Air Traffic Division, Eastern Region.
[FR Doc. 98-2222 Filed 1-28-98; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AWP-10]

Modification of Class E Airspace; Tracy, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class E airspace areas at Tracy, CA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 11, GPS SIAP to RWY 25, and a GPS SIAP to RWY 29 at Tracy Municipal Airport has made this action necessary. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing the approach and departure procedures at Tracy Municipal Airport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Tracy Municipal Airport, Tracy, CA.

EFFECTIVE DATE: 0901 UTC April 23, 1998.

FOR FURTHER INFORMATION CONTACT: Debra Trindle, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6613.

SUPPLEMENTARY INFORMATION:

History

On November 20, 1997, the FAA proposed to amend 14 CFR part 71 to modify the Class E airspace area at Tracy, CA (62 FR 61927). The development of GPS SIAP's at Tracy Municipal Airport has made this action necessary. The intended effect of this action is to provide additional controlled airspace extending upward from 700 feet or more above surface of the earth is needed to contain aircraft executing the GPS RWY 11 SIAP, GPS RWY 25 SIAP, GSP RWY 29 SIAP, and other IFR operations at Tracy Municipal Airport, Tracy, 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 areas extending upward 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. Class E airspace designations 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 Tracy, CA. The development of a GPS RWY 11 SIAP, GPS RWY 25 SIAP, and a GPS RWY 29 SIAP at Tracy Municipal Airport has made this action necessary. Additional controlled airspace extending upward from 700 feet or more above the surface is needed to contain aircraft executing the approach and departures procedures at Tracy Municipal Airport. The intended effect of this action is to provide adequate controlled airspace for aircraft executing the GPS RWY 11 SIAP, a GPS RWY 25 SIAP, and a GPS RWY 29 SIAP, and other IFR operations at Tracy Municipal Airport, Tracy, 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, AND CLASS E AIRSPACE AREAS; ROUTES; AND REPORTING POINTS

1. The authority citation for 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.

* * * * *

AWP CA E5 Tracy, CA [Revised]

Tracy Municipal Airport, CA
(Lat. 37°41'21"N, long. 121°26'31"W)
Manteca VORTAC
(Lat. 37°50'01"N, long. 121°10'17"W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Tracy Municipal Airport and within 2.2 miles each side of the Manteca VORTEC 237° radial, extending from the 6.4-mile radius to 4.9 miles southwest of the Manteca VORTAC and within 1.8 miles each side of the 117° bearing from the Tracy Municipal Airport, extending from the 6.4-mile radius to 8.4 miles southeast of the Tracy Municipal Airport and within 1.8 miles each side of the 326° bearing from the Tracy Municipal Airport, extending from the 6.4-mile radius to 7.7 miles northwest of Tracy Municipal Airport, excluding that portion within the Byron, CA, Class E and Modesto, CA, Class E airspace areas, and excluding that airspace within Restricted Area R2531A.

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Issued in Los Angeles, California, on January 6, 1998.

George D. Williams,
Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 98-2223 Filed 1-28-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AEA-43]

Amendment to Class E Airspace; Somerset, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace extending upward from 700 feet Above Ground Level (AGL) at Somerset, PA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) at Somerset County Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rules (IFR) operations for aircraft executing the GPS Runway (RWY) 6 SIAP to Somerset County Airport, Somerset, PA.

EFFECTIVE DATE: 0901 UTC, April 23, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA-520, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430; telephone (718) 553-4521.

SUPPLEMENTARY INFORMATION:

History

On November 13, 1997, a proposal to amend 14 CFR Part 71 to modify the Class E airspace at Somerset, PA, was published in the **Federal Register** (62 FR 60814). The development of a GPS RWY 6 SIAP for Somerset County Airport requires the amendment of the Class E airspace at Somerset, PA. The proposal was to amend controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments.

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. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designations for airspace extending upward 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 Class E airspace at Somerset, PA, to provide controlled airspace extending upward from 700 feet AGL for

aircraft executing the GPS RWY 6 SIAP to Somerset County Airport.

The FAA has determined that this regulation only involves as 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 routing matter that will only affect air traffic procedures and air navigation it is certified that this rule will not have 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 14 CFR 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

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AEA PA AEA E5 Somerset, PA [Revised]

Somerset County Airport, PA
(Lat. 40°02'20" N., long. 79°00'47" W.)
Stoystown NDB
(Lat. 40°05'09" N., long. 78°55'00" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Somerset County Airport and within 3.1 miles each side of the 058° bearing from the Stoystown NDB extending from the 6.4-mile radius to 9.6 miles northeast of the NDB and 4 miles each side of the 236°

bearing from the Somerset County Airport extending from the 6.4-mile radius to 9.5 miles southwest of the airport, excluding that portion that coincides with the Seven Springs, PA, Class E airspace area.

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Franklin D. Hatfield,

Manager, Air Traffic Division, Eastern Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AEA-42]

Amendment to Class E Airspace; Allentown, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace extending upward from 700 feet Above Ground Level (AGL) at Allentown, PA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) at Allentown-Queen City Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rules (IFR) operations for aircraft executing the GPS Runway (RWY) 7 SIAP to Allentown-Queen City Airport, Allentown, PA.

EFFECTIVE DATE: 0901 UTC, April 23, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA-520, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430; telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

History

On November 6, 1997, a proposal to amend 14 CFR Part 71 to modify the Class E airspace at Allentown, PA, was published in the **Federal Register** (62 FR 60051). The development of a GPS RWY 7 SIAP for Allentown-Queen City Airport requires the amendment of the Class E airspace at Allentown, PA. The proposal was to amend controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while