

(Lat. 39°49'34"N., long. 84°02'54"W.)
Patterson VORTAC
(Lat. 39°49'06"N., long. 84°03'16"W.)

That airspace extending upward from the surface to and including 3,400 feet MSL within a 4.6-mile radius of Wright-Patterson AFB, and within 1.3 miles each side of the Patterson VORTAC 046° radial extending from the 4.6-mile radius to 5.6 miles northeast of the VORTAC, excluding that airspace within the James M. Cox Dayton International Airport, OH, Class C airspace area. This Class D airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Paragraph 6002 Class E airspace designated as a surface area.

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AGL OH E2 Dayton, Wright-Patterson AFB, OH [New]

Dayton, Wright-Patterson AFB, OH
(Lat. 39°49'34"N., long. 84°02'54"W.)
Patterson VORTAC
(Lat. 39°49'06"N., long. 84°03'16"W.)

That airspace extending upward from the surface to and including 3,400 feet MSL within a 4.6-mile radius of Wright-Patterson AFB, and within 1.3 miles each side of the Patterson VORTAC 046° radial extending from the 4.6-mile radius to 5.6 miles northeast of the VORTAC, excluding that airspace within the James M. Cox Dayton International Airport, OH, Class C airspace area. This Class E airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Des Plaines, Illinois on November 16, 1999.

Christopher R. Blum,

Manager, Air Traffic Division.

[FR Doc. 99-31401 Filed 12-2-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AGL-42]

Modification of Class E Airspace; Marquette, MI; Revocation of Class E Airspace; Sawyer, MI, and K.I. Sawyer, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace at Marquette, MI, and revokes the Class E airspace at Sawyer, MI, and

K.I. Sawyer, MI. The legal description for the Class E airspace for Sawyer International Airport has been changed from Sawyer, MI, to Marquette, MI, and the legal description for Class E airspace for K.I. Sawyer, MI, is no longer valid because K.I. Sawyer Air Force Base (AFB) has been closed and renamed Sawyer International Airport. In addition, the closure of Marquette County Airport was made on September 23, 1999. Finally, the Marquette, MI VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) (MQT) navigational aid will be decommissioned and replaced with the new Gwinn, MI, VOR/DME (GWI), and will be located approximately 15 nautical miles southeast of the existing MQT VOR/DME on the Sawyer International Airport. This action modifies Class E airspace for Marquette, MI, to correctly describe the Class E airspace required for Sawyer International Airport, to remove the reference to Marquette County Airport, and to incorporate the new GWI VOR/DME location, and revokes the Class E airspace at Sawyer, MI, and K.I. Sawyer, MI.

EFFECTIVE DATE: 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT:

Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On Wednesday, August 4, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Marquette, MI, and to revoke Class E airspace at Sawyer, MI, and K.I. Sawyer, MI (64 FR 42300). On Tuesday, October 5, 1999, the FAA extended the comment period for the proposal due to a minor modification to the legal description for the Class E airspace for Marquette, MI (64 FR 53957). The proposal was to modify controlled airspace extending upward from the surface to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting 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 objecting to the proposal were received. Class E airspace areas designated as a surface area for an airport are published in paragraph 6002, and Class E airspace designations for

airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005, of FAA Order 7400.9G dated September 1, 1999, and effective September 16, 1999, 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 Marquette, MI, and revokes Class E airspace at Sawyer, MI, and K.I. Sawyer AFB, MI, to accommodate aircraft executing instrument flight procedures at Sawyer International Airport. The area will be depicted on appropriate aeronautical charts.

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; 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; E.O. 10854, 24 FR 95665, 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 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective

September 16, 1999, is amended as follows:

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Paragraph 6002 Class E airspace areas designated as a surface area for an airport.

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AGL MI E2 Sawyer, MI [Removed]

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AGL MI E2 Marquette, MI [Revised]

Marquette, Sawyer International Airport, MI (Lat. 46°21'13"N., long. 87°23'45"W.)

Within a 4.6-mile radius of Sawyer International Airport.

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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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AGL MI E5 Sawyer, MI [Removed]

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AGL MI E5 K.I. Sawyer, MI [Removed]

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AGL MI E5 Marquette, MI [Revised]

Marquette, Sawyer International Airport, MI (Lat. 46°21'13"N., long. 87°23'45"W.)

Gwinn VOR/DME

(Lat. 46°21'32"N., long. 87°23'50"W.)

That airspace extending upward from 700 feet above the surface within a 7.1-mile radius of the Sawyer International Airport, and that airspace extending upward from 1,200 feet above the surface within a 35.0-mile radius of the Gwinn VOR/DME.

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Issued in Des Plaines, Illinois on November 16, 1999.

Christopher R. Blum,

Manager, Air Traffic Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AGL-47]

Establishment of Class E Airspace; Pine River, MN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Pine River, MN. A Nondirectional Beacon (NDB) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 34 has been developed for Pine River Regional Airport.

Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action creates controlled airspace for Pine River Regional Airport.

EFFECTIVE DATE: 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT:

Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On Friday, August 27, 1999, the FAA proposed to amend 14 CFR part 71 to establish Class E airspace at Pine River, MN (64 FR 46871). The proposal was to add controlled airspace extending upward from 700 to 1200 feet AGL to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting 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 objecting to the proposal were received. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9G dated September 1, 1999, and effective September 16, 1999, 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 Class E airspace at Pine River, NM, to accommodate aircraft executing the proposed NDB Rwy 34 SIAP at Pine River Regional Airport by creating controlled airspace. The area will be depicted on appropriate aeronautical charts.

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; 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; E.O. 10854, 24 FR 95665, 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 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

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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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AGL MN E5 Pine River, MN [New]

Pine River Regional Airport, MN (Lat. 46° 43'29"N, long. 94° 22'54"W)

Pine River NDB (Lat. 46° 43'37"N, long. 94° 23'04"W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Pine River Regional Airport and within 1.3 miles each side of the 154° bearing from the Pine River NDB, extending from the 6.3-mile radius to 7.0 miles southeast of the airport.

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Issued in Des Plaines, Illinois on November 6, 1999.

Christopher R. Blum,

Manager, Air Traffic Division.

[FR Doc. 99-31402 Filed 12-2-99; 8:45 am]

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