

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97-AWP-18]

**Revision of Class E Airspace; Crescent City, Imperial County and Red Bluff, CA**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace areas at Crescent City, Imperial County and Red Bluff, CA, by removing the reference to part-time status of the surface areas. A review of airspace classification has made this action necessary. The intended effect of this action is to correct the legal description to reflect the actual operations (e.g. continuous or part-time).

**EFFECTIVE DATE:** 0901 UTC January 1, 1998.

**FOR FURTHER INFORMATION CONTACT:** Larry Tonish, 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 April 22, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR part 71) by revising the Class E Airspace; Crescent City, Imperial County and Red Bluff, CA, (62 FR 19527). This action revises Class E airspace areas at Crescent City, Imperial County and Red Bluff, CA, by removing the reference to part-time status of the surface areas. A review of airspace classification has made this action necessary. The intended effect of this action is to correct the legal description to reflect the actual operations (e.g. continuous or part-time).

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposals to the FAA. No comments to the proposal were received. Class E airspace designations are published in paragraph 6002 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 designations listed in this document will be revised subsequently in this Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) revises Class E airspace areas at Crescent City, Imperial County and Red Bluff, CA, by removing the reference to part-time status of the surface areas. Continuous weather reporting services now exist at the aforementioned airports.

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 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; 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 4, 1997, and effective September 16, 1997, is amended as follows:

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

\* \* \* \* \*

**AWP CA E2 Crescent City, CA [Revised]**

Crescent City, Jack McNamara Field, CA (lat. 41°46'48"N, long. 124°14'11"W) Crescent City VORTAC

(lat. 41°46'46"N, long. 124°14'27"W)

Within a 4.3-mile radius of Jack McNamara Field and within 1.8 miles each side of the Crescent City VORTAC 324° radial, extending from the 4.3-mile radius to 7 miles northwest of the VORTAC and within 1.8 miles each side of the Crescent City VORTAC 179° radial, extending from the 4.3-mile radius 4.8 miles south of the VORTAC.

\* \* \* \* \*

**AWP CA E2 Imperial County, CA [Revised]**

Imperial County Airport, CA (lat. 32°50'03"N, long. 115°34'43"W)

Within a 4-mile radius of the Imperial County Airport.

\* \* \* \* \*

**AWP CA E2 Red Bluff, CA [Revised]**

Red Bluff Municipal Airport, CA (lat. 40°09'04"N, long. 122°15'08"W)

Within a 6.5-mile radius of the Red Bluff Municipal Airport and within 2.6 miles either side of the 161° bearing from the airport extending from the 6.5-mile radius to 10 miles south of the airport.

\* \* \* \* \*

Issued in Los Angeles, California, on October 17, 1997.

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

[FR Doc. 97-29581 Filed 11-7-97; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 96-AAL-14]

RIN 2120-AA66

**Modification of Colored Federal Airway Amber 15 (A-15); Alaska**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Colored Federal Airway Amber 15 (A-15) due to the decommissioning and subsequent removal of the Oliktok, AK, Nondirectional Beacon (NDB) from the National Airspace System (NAS).

**EFFECTIVE DATE:** 0901 UTC, January 1, 1998.

**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:

**History**

On March 3, 1997, the FAA proposed to amend 14 CFR part 71 (part 71) by redefining that portion of Colored Federal Airway A-15 beyond the Put River, AK, NDB (62 FR 9400). The FAA proposed this action in response to a July 10, 1996, United States Air Force (USAF) decommissioning and subsequent removal of the Oliktok, AK, NDB.

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. Except for editorial changes, this amendment is the same as that proposed in the notice.

Colored Federal airways are published in paragraph 6009 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 Colored Federal airway listed in this document will be published subsequently in the Order.

**The Rule**

This amendment to part 71 modifies Colored Federal Airway A-15 due to the decommissioning and subsequent removal of the Oliktok, AK, NDB from the NAS by the USAF. The FAA is taking this action to redefine the designation of A-15 by removing that portion of the route beyond the Put River, AK, NDB.

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 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 6009(c)—Amber Federal Airways*

\* \* \* \* \*

**A-15 [Revised]**

From Ethelda, BC, Canada, NDB via Nichols, AK, NDB; Sumner Strait, AK, NDB; Coghlan Island, AK, RBN; Haines, AK, RBN; Burwash, YT, Canada, RBN; Nabesna, AK, NDB; to Delta Junction, AK, NDB. From Chena, AK, NDB; via Chandalar Lake, AK, NDB; Put River, AK, NDB. The airspace within Canada is excluded (joins Canadian Jet Route J-502).

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Issued in Washington, DC, on October 27, 1997.

**John S. Walker,**

*Program Director for Air Traffic Airspace Management.*

[FR Doc. 97-29575 Filed 11-7-97; 8:45 am]

BILLING CODE 4910-13-U

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 73**

[Airspace Docket No. 97-ASW-15]

RIN 2120-AA66

**Change Using Agency for Restricted Areas R-5107B and J, White Sands Missile Range, NM, and R-5111D, Elephant Butte, NM**

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

**ACTION:** Final rule.

**SUMMARY:** This action changes the using agency for Restricted Areas 5107B (R-5107B) and R-5107J, White Sands Missile Range, NM, and R-5111D,

Elephant Butte, NM, from “Deputy for Air Force, White Sands Missile Range, NM 88002” to “Commanding General, White Sands Missile Range, NM.” This is an administrative change that was initiated by the U.S. Army to reflect the current organization at White Sands. There are no changes to the boundaries, designated altitudes, times of designation, or activities conducted within the affected restricted areas.

**EFFECTIVE DATE:** 0901 UTC, January 1, 1998.

**FOR FURTHER INFORMATION CONTACT:**

Steve Brown, 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 Rule**

This action amends 14 CFR part 73 by changing the using agency for R-5107B and R-5107J, White Sands Missile Range, NM, and R-5111D, Elephant Butte, NM, from “Deputy for Air Force, White Sands Missile Range, NM 88002” to “Commanding General, White Sands Missile Range, NM.” This is an administrative change that was initiated by the U.S. Army to reflect the current organization at White Sands.

This administrative change will not alter the existing boundaries, altitudes, times of designation, or the activities conducted within the affected restricted areas. Therefore, I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary because this action is a minor technical amendment in which the public would not be particularly interested.

Section 73.51 of part 73 was republished in FAA Order 7400.8D, dated July 11, 1996.

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.