

promote safe flight operations under IFR at the Stevensville Airport and between the terminal and en route transition stages.

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 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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ANM MT E5 Stevensville, MT [New]

Stevensville Airport, MT

(Lat. 46°31'30" N, long. 114°03'04" W)

That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at lat. 46°46'00" N, long. 114°07'00" W; to lat. 46°46'00" N, long. 113°58'00" W; to lat. 46°40'00" N, long. 113°50'00" W; to lat. 46°30'00" N, long. 113°50'00" W; to lat. 46°24'00" N, long.

113°58'00" W; to lat. 46°24'00" N, long. 114°10'00" W; to lat. 46°40'00" N, long. 114°10'00" W; thence to point of beginning, excluding that portion within the Missoula, MT Class E airspace area.

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Issued in Seattle, Washington, on May 21, 1998.

Joe E. Gingles,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–ANM–21]

Amendment of Class E Airspace; Cedar City, UT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Cedar City, UT, Class E airspace by providing additional controlled airspace to accommodate the development of new and revised Standard Instrument Approach Procedures (SIAP) at Cedar City Regional Airport.

EFFECTIVE DATE: 0901 UTC, August 13, 1998.

FOR FURTHER INFORMATION CONTACT: Dennis Ripley, ANM–520.6, Federal Aviation Administration, Docket No. 97–ANM–21, 1601 Lind Avenue S.W., Renton, Washington, 98055–4056; telephone number; (425) 227–2527.

SUPPLEMENTARY INFORMATION:

History

On March 17, 1998, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by revising the Cedar City, UT, Class E airspace area (63 FR 13015). This revision provides the additional airspace necessary to encompass new and revised SIAP for the Cedar City Regional Airport, Cedar City, UT. This action also corrects the coordinates for the Cedar City Regional Airport which were updated since the proposal and are corrected herein. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. 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. 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 Cedar City, UT, by providing the additional airspace necessary to fully contain new and revised flight procedures at Cedar City Regional Airport. This modification of airspace allows the missed approach, the holding procedure, and the transition procedure for the new or revised SIAP to be fully encompassed within controlled airspace. The intended effect of this rule is designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under Instrument Flight Rules (IFR) at the Cedar City Regional Airport and between the terminal and en route transition stages.

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 14 CFR part 72 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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ANM UT E5 Cedar City, UT [Revised]

Cedar City Regional Airport, UT
(Lat. 37°42'03" N, long. 113°05'55" W)

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 38°03'00" N, long. 113°13'30" W; to lat. 38°05'30" N, long. 112°58'30" W; to lat. 37°58'30" N, long. 112°45'30" W; to lat. 35°45'00" N, long. 112°56'45" W; to lat. 37°47'30" N, long. 113°15'30" W; thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 38°00'00" N, long. 113°45'30" W; to lat. 38°19'00" N, long. 112°51'30" W; to lat. 37°58'30" N, long. 112°45'30" W; to lat. 37°37'00" N, long. 112°56'30" W; to lat. 37°38'15" N, long. 113°22'18" W; thence to point of beginning, excluding Federal airways, the Milford, UT, and the St. George, UT, Class E airspace areas.

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Issued in Seattle, Washington, on May 21, 1998.

Joe E. Gingles,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 98-ANM-02]

Amendment of Class E Airspace; Cortez, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Cortez, CO, Class E airspace by providing additional controlled airspace to accommodate the development of new Standard Instrument Approach Procedures (SIAP) at Cortez Municipal Airport.

EFFECTIVE DATE: 0901 UTC, August 13, 1998.

FOR FURTHER INFORMATION CONTACT: Dennis Ripley, ANM-520.6, Federal Aviation Administration, Docket No.

98-ANM-02, 1601 Lind Avenue S.W., Renton, Washington, 98055-4056; telephone number: (425) 227-2527.

SUPPLEMENTARY INFORMATION:**History**

On March 30, 1998, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by revising the Cortez, CO, Class E airspace area (63 FR 15111). This revision provides the additional airspace necessary to encompass two new SIAP's for the Cortez Municipal Airport, Cortez, CO. This action also makes two corrections. The first is the Cortez Airport VOR coordinates, which were updated since the proposal and are corrected herein. The other correction is the deletion of a coordinate which was inadvertently added to the legal description in the proposal and is corrected herein. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for the airspace docket are based on North American Datum 83. 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 71.7. 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 Cortez, CO, by providing the additional airspace necessary to fully contain two new flight procedures at Cortez Municipal Airport. This modification of airspace allows the holding patterns, and the transition procedure for the new SIAP's, to be fully encompassed within controlled airspace. The intended effect of this rule is designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under Instrument Flight Rules (IFR) at the Cortez Municipal Airport and between the terminal and en route transition stages.

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 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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ANM CO E5 Cortez, CO [Revised]

Cortez Municipal Airport, CO
(Lat. 37°18'11" N, long. 108°37'41" W)
Cortez VOR/DME
(Lat. 37°23'24" N, long. 108°33'42" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Cortez Municipal Airport, and within 3.1 miles each side of the Cortez VOR/DME 184° and 004° radials extending from the 7-mile radius to 10.1 miles north of the VOR/DME; that airspace extending upward from 1,200 feet above the surface beginning at lat. 36°34'50" N, long. 109°00'00" W; to lat. 36°51'00" N, long. 108°59'00" W; to lat. 37°04'00" N, long. 108°57'00" W; to lat. 37°16'00" N, long. 108°50'00" W; to lat. 37°30'00" N, long. 109°03'00" W; to lat. 37°47'00" N, long. 109°03'00" W; to lat. 37°52'00" N, long. 108°52'00" W; to lat. 38°02'00" N, long. 108°33'00" W; to lat. 38°00'00" N, long. 108°19'00" W; to lat. 37°16'00" N, long. 108°22'00" W; to lat. 36°49'00" N, long. 107°57'00" W; to lat. 36°36'00" N, long. 108°06'00" W; to lat. 36°52'00" N, long. 108°38'00" W; to lat.