

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) establishes Class E airspace at Ellenville, NY, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS RWY 22 SIAP to Joseph Y. Resnick Airport.

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 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—[AMENDED]

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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, 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 NY E5 Ellenville, NY [New]

Joseph Y. Resnick Airport, NY
(Lat. 41°43'40"N., long. 74°22'39"W.)

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Joseph Y. Resnick Airport, excluding the portion that coincides with the

Wurtsboro, NY, Monticello, NY, and Newburgh, NY Class E airspace areas

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Issued in Jamaica, New York on September 22, 1998.

Franklin D. Hatfield,

Manager, Air Traffic Division, Eastern Region.

[FR Doc. 98–26446 Filed 10–1–98; 8:45 am]

BILLING CODE 4910–13–M

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

[Airspace Docket No. 98–AEA–17]

Amendment to Class E Airspace; Baltimore, MD

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 Baltimore, MD. The development of Standard Instrument Approach Procedures (SIAP) based on the Global Positioning System (GPS) at Martin State 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 NDB or GPS RWY 15 SIAP to Martin State Airport.

EFFECTIVE DATES: 0901 UTC, December 3, 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 August 7, 1998, a proposal to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to amend the Class E airspace at Baltimore, MD, was published in the **Federal Register** (63 FR 42294). The development of the NDB or GPS RWY 15 SIAP for Martin State Airport requires the amendment of the Class E airspace at Baltimore, MD. 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 AGL are published in paragraph 6005 FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, 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

The amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) amends Class E airspace at Baltimore, MD, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the NDB or GPS RWY 15 SIAP to Martin State Airport.

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 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—[AMENDED]

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., 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998, and effective September 16, 1998, 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 MD E5 Baltimore, MD [Revised]

Baltimore Washington International Airport, MD

(Lat. 39°10'31" N., long 76°40'09" W.)

Martin State Airport, MD

(Lat. 39°19'32" N., long. 76°24'50" W.)

Martin NDB

(Lat. 39°17'59" N., long. 76°22'48" W.)

That airspace extending upward from 700 feet above the surface within a 12-mile radius of Baltimore Washington International Airport extending clockwise from a 005° bearing to a 245° bearing from the airport and within a 16.5-mile radius of Baltimore Washington International Airport extending from a 245° bearing to a 005° bearing from the airport and within a 7.5-mile radius of Martin State Airport extending from a 015° bearing to a 290° bearing from the airport and within a 16.5-mile radius of Martin State Airport extending from a 290° bearing to a 350° bearing from the airport and within a 10-mile radius of Martin State Airport extending from a 350° bearing to a 015° bearing from the airport and within 3 miles each side of a 137° bearing from the Martin NDB extending from the 7.5-mile radius to 9.6 miles southeast of the NDB, excluding the airspace that coincides with the College Park, MD and Mitchellville, Md, Class E airspace areas and R-4001A and R-4001B when they are in effect.

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Issued in Jamaica, New York on September 22, 1998.

Franklin D. Hatfield,

Manager, Air Traffic Division, Eastern Region.

[FR Doc. 98-26445 Filed 10-1-98; 8:45 am]

BILLING CODE 4910-13-M

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

[Airspace Docket No. 98-AWP-1]

Modification of Class E Airspace; Colusa, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class E airspace area at Colusa, CA. 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) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 13 and RWY 31 at Colusa County Airport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Colusa County Airport, Colusa, CA. **EFFECTIVE DATE:** 0901 UTC December 3, 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) 725-6539.

SUPPLEMENTARY INFORMATION:**History**

On July 24, 1998, the FAA proposed to amend 14 CFR part 71 by modifying the Class E airspace area at Colusa, CA (63 FR 39777). Additional controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the GPS RWY 13 SIAP and GPS RWY 31 SIAP at Colusa County Airport. This action will provide adequate controlled airspace for IFR operations at Colusa County Airport, Colusa, 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 designations for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, 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 modified the Class E airspace area at Colusa, CA. 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 13 SIAP and GPS RWY 31 SIAP at Colusa County Airport, Colusa, 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 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 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998 and effective September 16, 1998, 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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AWP CA E5 Colusa, CA [Revised]

Colusa County Airport, CA

(Lat. 39°10'45" N., long. 121°59'36" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Colusa County Airport. That airspace extending upward from 1,200 feet above the surface bounded on the east by the west edge of V-23, on the south by the north edge of V-200 and on the west by the west edge of V-195.

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Issued in Los Angeles, California, on September 23, 1998.

John G. Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 98-26436 Filed 10-1-98; 8:45 am]

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