

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ANM-04]

Modification of Class D Airspace and Establishment of Class E Airspace; Klamath Falls, OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class D surface airspace at Klamath Falls International Airport by amending the effective hours to coincide with the Klamath Falls Airport Traffic Control Tower (ATCT). This action also establishes a Class E surface airspace area when the ATCT is closed. The effect of this action is to clarify when two-way radio communication with the ATCT is required and to provide adequate Class E airspace for instrument approach procedures when the tower is closed.

EFFECTIVE DATE: 0901 UTC, January 28, 1999.

FOR FURTHER INFORMATION CONTACT: Dennis Ripley, ANM-520.6, Federal Aviation Administration, Docket No. 98-ANM-04, 1601 Lind Avenue S.W., Renton, Washington, 98055-4056; telephone number: (425) 227-2527.

SUPPLEMENTARY INFORMATION:

History

On May 15, 1998, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by modifying the Klamath Falls, OR, Class D surface area and by establishing a Class E surface area (63 FR 13153). This establishment of the Class E surface area provides the additional airspace necessary to allow terminal operations to and from the en route environment when the control tower is not in operation. 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 D and Class E airspace areas extending upward from the surface of the earth are published in paragraph 5000 and paragraph 6002, respectively, 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 modifies the Class D airspace at Klamath Falls, OR, by amending the effective hours to coincide with the ATCT associated hours of operation. This action also establishes Class E surface area when the ATCT is closed. The intended effect of this rule is to clarify when two-way radio communication with the ATCT is required and to provide adequate Class E airspace for instrument approach procedures when the ATCT is closed.

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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 5000 General.

* * * * *

ANM OR D Klamath Falls, OR [Revised]

Klamath Falls International Airport, OR (Lat. 42°09'22"N, long. 121°43'59"W)

That airspace extending upward from the surface to and including 6,600 feet MSL within a 5.4-mile radius of the Klamath Falls International Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

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

* * * * *

ANM OR E2 Klamath Falls, OR [New]

Klamath Falls International Airport, OR (Lat. 42°09'22"N long. 121°43'59"W)

Within a 5.4-mile radius of the Klamath Falls International Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

Issued in Seattle, Washington, on October 29, 1998.

Glenn A. Adams III,

Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 98-30588 Filed 11-13-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

14 CFR Part 71

[Airspace Docket No. 98-AGL-42]

Establishment of Class E Airspace; Crosby, ND; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects one error in the legal description of a final rule that was published in the Federal Register on Thursday, September 10, 1998 (63 FR 48427), Airspace Docket No. 98-AGL-42. The final rule established Class E Airspace at Crosby, ND.

EFFECTIVE DATE: 0901 UTC, December 3, 1998.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone: (847) 294-7477.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 98-24290, Airspace Docket No. 98-AGL-42,

published on September 10, 1998 (63 FR 48427) rule established Class E airspace at Crosby, ND. One error was discovered in the legal description for the Class E airspace for Crosby, ND. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the legal description for the Class E airspace Crosby, ND, as published in the **Federal Register** September 10, 1998 (63 FR 48427), (FR Doc. 98-24290), is corrected as follows:

PART 71—[CORRECTED]

§ 71.1 [Corrected]

AGL SD E5 Crosby, ND [Corrected]

On page 48428, Column 1, in the Class E airspace designation for Crosby, ND, incorporated by reference in Sec. 71.1, change the coordinates for the Crosby Municipal Airport, ND to "(lat. 48° 55' 43"N, long 103° 17'50" W)".

Issued in Des Plaines, IL on October 29, 1998.

Maureen Woods,

Manager, Air Traffic Division.

[FR Doc. 98-30593 Filed 11-13-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AGL-52]

Establishment of Class E Airspace; Duluth St. Mary's Hospital Heliport, MN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Duluth St. Mary's Hospital Heliport, MN. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) 190° helicopter point in space approach, and a GPS SIAP 330° helicopter point in space approach, have been developed for St. Mary's Hospital Heliport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approaches. This action creates controlled airspace with a radius of 6.0 miles for the point in space serving St. Mary's Hospital Heliport.

EFFECTIVE DATE: 0901 UTC, January 28, 1999.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, 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 14, 1998, the FAA proposed to amend 14 CFR part 71 to establish Class E airspace at Duluth St. Mary's Hospital Heliport, MN (63 FR 43653). 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 7400.9F 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 establishes Class E airspace at Duluth St. Mary's Hospital Heliport, MN, to accommodate aircraft executing the proposed GPS SIAP 190° helicopter point in space approach, and GPS SIAP 330° helicopter point in space approach, at Duluth St. Mary's Hospital Heliport by creating controlled airspace for the heliport. 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 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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

* * * * *

Paragraphs 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AGL MN Duluth St. Mary's Hospital Heliport, MN [New]

St. Mary's Hospital Heliport, MN

Point in Space Coordinates

(Lat. 46°47'38"N., long. 92°05'52"W.)

That airspace extending upward from 700 feet above the surface within a 6.0-mile radius of the Point in Space serving St. Mary's Hospital Heliport excluding that airspace within the Duluth, MN, Class D airspace area, and the Duluth, MN, Duluth Sky Harbor, MN, and the Superior, WI, Class E airspace areas.

* * * * *

Issued in Des Plaines, Illinois on October 29, 1998.

Maureen Woods,

Manager, Air Traffic Division.

[FR Doc. 98-30586 Filed 11-13-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AGL-53]

Modification of Class E Airspace; Valparaiso, IN

AGENCY: Federal Aviation Administration (FAA), DOT.