

The Rule

This amendment to 14 CFR part 71 modifies the Class D airspace area at Hayward, CA. The FAA is reducing the overall dimensions of the Class D airspace area at Hayward Air Terminal, CA. Where a FAA airport traffic control tower (ATCT) is in operation, the FAA establishes Class D airspace to contain terminal operations. Class D airspace areas generally extend outward from the center of an airport as far as is necessary to contain intended operations, and may include any extensions necessary to contain arriving and departing aircraft operating under Instrument Flight Rules (IFR). The existing Class D airspace area at Hayward Air Terminal extends outward to 5.6 miles, excluding the airspace within the San Francisco Class B, and Oakland Class C, airspace areas. The FAA has determined, based on present air traffic control requirements, that the 5.6-mile radius is not justified. Therefore, this action reduces the radius of the Hayward Class D airspace area to 3.5 miles, but retains an extension from the 3.5-mile radius to 5.2 miles southeast of the airport to accommodate IFR arrivals. Airspace within the Oakland Class C airspace area is excluded. The intended effect of this action is to eliminate those portions of the Hayward Class D airspace area which are not necessary to meet terminal air traffic control requirements. The area will be depicted on appropriate aeronautical charts for pilot reference.

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.

§ 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 5000 Class D Airspace

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AWP CA D Hayward, CA [Revised]

Hayward Air Terminal, CA

(Lat. 37°39'34"N, long. 122°07'21"W)

Metropolitan Oakland International Airport

(Lat. 37°43'17"N, long. 122°13'15"W)

That airspace extending upward from the surface to but not including 1,500 feet MSL within a 3.5-mile radius of the Hayward Air Terminal and within 1.8 miles each side of the 119° bearing from the Hayward Air Terminal, extending from the 3.5-mile radius to 5.2 miles southeast of the Hayward Air Terminal, excluding that portion within the Metropolitan Oakland International Airport, CA, Class A airspace area. This Class D airspace area is effective during the specific dates and times established in advance in a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Los Angeles, California, on January 21, 1998.

George D. Williams,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 98–3569 Filed 2–11–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–AWP–29]

Modification of Class E Airspace; Yuma, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class E airspace areas at Yuma, AZ. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 17 and a GPS SIAP to RWY 21R at Yuma Marine Corps Air Station (MCAS)-Yuma International Airport has made this action necessary. Additional controlled airspace extending upward from the surface, and from 700 feet above ground level (AGL) is needed to contain aircraft executing the approaches. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Yuma MCAS-Yuma International Airport, Yuma, AZ.

EFFECTIVE DATE: 0901 UTC April 23, 1998.

FOR FURTHER INFORMATION CONTACT:

Debra Trindle, Airspace Specialist, Airspace Branch, AWP–520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (301) 725–6613.

SUPPLEMENTARY INFORMATION:

History

On October 17, 1997, the FAA proposed to amend 14 CFR part 71 to modify the Class E airspace areas at Yuma, AZ (62 FR 53987). The development of two GPS SIAP's at Yuma MCAS-Yuma International Airport has made this action necessary. The intended effect of this action is to provide additional controlled airspace extending upward from the surface, and from 700 feet AGL, to contain aircraft executing the GPS RWY 17 SIAP and the GPS RWY 21R SIAP to Yuma MCAS-Yuma International Airport, Yuma, AZ.

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 designated as an extension to a Class D or Class E surface area, and for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraphs 6004 and 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 designations listed in this document will be published subsequently in the Order.

Minor changes have been made to this proposal to ensure continuity with surrounding airspace areas.

The Rule

This amendment to 14 CFR part 71 modifies the Class E airspace areas at Yuma, AZ. The development of two GPS SIAP's at Yuma MCAS-Yuma International Airport has made this action necessary. Additional controlled airspace extending upward from the surface, and from 700 feet AGL is needed to contain aircraft executing these approaches. The intended effect of this action is to provide adequate controlled airspace for aircraft executing the GPS RWY 17 SIAP and the GPS RWY 21R SIAP at Yuma MCAS-Yuma International Airport, AZ.

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.

§ 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 6004 Class E airspace areas designated as an extension to a Class D or Class E surface area.

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AWP AZ E4 Yuma, AZ [Revised]

Yuma MCAS-Yuma International Airport, AZ
(Lat. 32°39'24"N, long. 114°36'22"W)
Bard VORTAC
(Lat. 32°46'05"N, long. 114°36'10"W)

That airspace extending upward from the surface within 1.8 miles either side of the Bard VORTAC 181° radial extending from the Bard VORTAC to the 5.2 mile radius of the Yuma MCAS-Yuma International Airport and within that airspace bounded by a line beginning at lat. 32°44'05"N, long. 114°33'41"W; to lat. 32°50'00"N, long. 114°31'00"W; to lat. 32°49'00"N, long. 114°27'00"W; to lat. 32°40'15"N, long. 114°30'17"W, thence counterclockwise via the 5.2-mile radius of the Yuma MCAS-International Airport, to the point of beginning.

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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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AWP AZ E5 Yuma, AZ [Revised]

Yuma MCAS-Yuma International Airport, AZ
(Lat. 32°39'24"N, long. 114°36'22"W)
Blythe Airport
(Lat. 33°37'09"N, long. 114°43'01"W)

That airspace extending upward from 700 feet above the surface beginning at lat. 32°41'00"N, long. 114°25'09"W, thence clockwise via the 9.6-mile radius of Yuma MCAS-Yuma International Airport to lat. 32°29'58"N, long. 114°34'09"W; to lat. 32°28'00"N, long. 114°34'33"W; to lat. 32°28'00"N, long. 114°38'43"W; to lat. 32°29'58"N, long. 114°38'31"W, thence clockwise via the 9.6-mile radius of the Yuma MCAS-Yuma International Airport excluding that portion outside of the United States to lat. 32°47'44"N, long. 114°42'03"W; to lat. 33°08'00"N, long. 114°55'00"W; to lat. 33°08'00"N, long. 114°30'00"W; to lat. 32°57'30"N, long. 114°30'00"W; to lat. 32°57'30"N, long. 114°15'03"W; to lat. 32°41'00"N, long. 114°15'03"W, thence to the point of beginning. That airspace extending upward from 1,200 feet above the surface bounded by an area starting at a point lat. 33°01'47"N, long. 114°51'01"W; to lat. 33°05'30"N, long. 114°24'33"W; to lat. 32°23'00"N, long. 114°24'33"W; to lat. 32°29'30"N, long. 114°46'03"W, thence to the point of beginning excluding that portion outside the United States. That airspace extending upward from 4,000 feet MSL, bounded by an area beginning at lat. 33°21'45"N, long. 114°47'25"W; to lat. 33°08'00"N, long. 114°45'00"W; to lat. 33°08'00"N, long. 114°55'00"W; to lat. 33°01'47"N, long. 114°51'01"W; to lat. 32°49'33"N, long. 114°49'08"W; to lat. 32°49'12"N, long. 115°15'16"W; to lat. 32°52'23"N, long. 115°15'24"W; to lat. 32°56'20"N, long. 115°15'03"W; to lat. 33°04'00"N, long. 114°56'03"W; to lat. 33°23'45"N, long. 114°53'05"W, thence

counterclockwise along a 15.8-mile radius of the Blythe Airport, to the point of beginning. That airspace extending upward from 9,000 feet MSL bounded on the west by the eastern edge of V-135, on the south by lat. 33°08'00"N, on the north by the arc of the 15.8-mile radius south of Blythe Airport, and on the east by the western edge of R-2306C and R-2306A.

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Issued in Los Angeles, California, on January 21, 1998.

George D. Williams,

Manager, Air Traffic Division, Western-Pacific Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–AEA–44]

Amendment to Class E Airspace; Ravenswood, WV

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 Ravenswood, WV. The development of new Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAP) at Jackson County 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 GPS Runway (RWY) 4 SIAP and the GPS RWY 22 SIAP to Jackson County Field Airport at Ravenswood, WV.

EFFECTIVE DATE: 0901 UTC, April 23, 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 December 10, 1997, a proposal to amend 14 CFR Part 71 to modify Class E airspace at Ravenswood, WV, was published in the **Federal Register** (62 FR 65040). The development of a GPS RWY 4 SIAP and a GPS RWY 22 SIAP for Jackson County Field Airport, requires the amendment of the Class E