

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.

[FR Doc. 98–3568 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–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

airspace at Ravenswood, WV. 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 designations for airspace areas extending upward from 700 feet AGL 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 Part 71 modifies Class E airspace at Ravenswood, WV, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS RWY 4 SIAP and GPS RWY 22 SIAP at Jackson County 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—DESIGNATIONS 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 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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AEA WV AEA E5 Ravenswood, WV [Revised]

Jackson County Airport, WV
(Lat. 38°55'47"N., long. 81°49'10"W.)

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Jackson County Airport, excluding that portion that coincides with the Point Pleasant, WV and Gallipolis, OH Class E airspace areas.

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Issued in Jamaica, New York on January 26, 1998.

Franklin D. Hatfield,
Manager, Air Traffic Division, Eastern Region.
[FR Doc. 98–3565 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–ACE–31]

Amendment to Class E Airspace; Mason City, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends the Class E airspace area at Mason City Municipal Airport, Mason City, IA. The FAA has developed an Instrument Landing System (ILS) Runway (RWY) 35 Standard Instrument Approach Procedure (SIAP) to serve the Mason City Municipal Airport. The enlarged Class E airspace area 700 feet Above Ground Level (AGL) will contain the ILS RWY 35 SIAP in controlled

airspace. The intended effect of this rule is to provide additional controlled Class E airspace extending upward from 700 feet AGL to accommodate this SIAP.

DATES: *Effective date:* 0901 UTC, June 18, 1998.

Comment date: Comments for inclusion in the Rules Docket must be received on or before April 25, 1998.

ADDRESSES: Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE–520, Federal Aviation Administration, Docket Number 97–ACE–31, 601 East 12th Street, Kansas City, MO 64106.

The official docket may be examined in the Office of the Regional Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, MO 64106; telephone: (816) 426–3408.

SUPPLEMENTARY INFORMATION: The FAA has developed an ILS RWY 35 SIAP at Mason City Municipal Airport, Mason City, IA. The amendment to Class E airspace area at Mason City Municipal Airport will provide additional controlled airspace in order to contain the SIAP within controlled airspace, and thereby facilitate separation of aircraft operating under IFR. The area will be depicted on appropriate aeronautical charts. 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 Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower altitudes, especially during inclement weather conditions. A greater degree of