

California 90261, telephone (310) 725-6539.

#### SUPPLEMENTARY INFORMATION:

#### History

On August 31, 1999, the FAA proposed to amend 14 CFR part 71 by establishing a Class E airspace area at Lakeport, CA (64 FR 47451). Controlled airspace extending upward from 700 feet above the surface is needed to contain helicopters executing the Special Copter GPS 293 Point In Space approach at the Sutter Lakeside Hospital Heliport. This action will provide adequate controlled airspace for IFR operations at the Sutter Lakeside Hospital Heliport, Lakeport, 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 7400.9G dated September 1, 1999, and effective September 16, 1999, 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 a Class E airspace area at Lakeport, CA. Controlled airspace extending upward from 700 feet above the surface is required for helicopters executing the Special Copter GPS 293 Point In Space approach to the Sutter Lakeside Hospital Heliport. The effect of this action will provide adequate airspace for helicopters executing the Special Copter GPS 293 Point In Space approach to the Sutter Lakeside Hospital Heliport, Lakeport, 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 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

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

\* \* \* \* \*

#### AWP CA E5 Lakeport, CA [New]

Sutter Lakeside Hospital Heliport, CA Point In Space Coordinates  
(Lat. 39°06'09"N, long. 122°53'19"W)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Point In Space serving the Sutter Lakeside Hospital Heliport.

\* \* \* \* \*

Issued in Los Angeles, California, on September 23, 1999.

**John Clancy,**

*Manager, Air Traffic Division, Western-Pacific Region.*

[FR Doc. 99–26947 Filed 10–14–99; 8:45 am]

BILLING CODE 4910–13–M

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99–AWP–15]

#### Establishment of Class E Airspace; Clearlake, CA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes a Class E airspace area at Clearlake, CA. The establishment of a Special Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP)

Copter 321 Point In Space approach serving Redbud Community Hospital Heliport has made this action necessary. Controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain helicopters executing the Special Copter GPS 321 Point In Space approach to Redbud Community Hospital Heliport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at the Redbud Community Hospital Heliport, Clearlake, CA.

**EFFECTIVE DATE:** 0901 UTC November 4, 1999.

#### 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 August 13, 1999, the FAA proposed to amend 14 CFR part 71 by establishing a Class E airspace area at Clearlake, CA (64 FR 44140). Controlled airspace extending upward from 700 feet above the surface is needed to contain helicopters executing the Special Copter GPS 321 Point In Space approach at the Redbud Community Hospital Heliport. This action will provide adequate controlled airspace for IFR operations at the Redbud Community Hospital Heliport, Clearlake, 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 7400.9G dated September 1, 1999, and effective September 16, 1999, 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 a Class E airspace area at Clearlake, CA. Controlled airspace extending upward from 700 feet above the surface is required for helicopters executing the Special Copter GPS 321 Point In Space approach to the Redbud Community Hospital Heliport. The effect of this action will provide adequate airspace for helicopters

executing the Special Copter GPS 321 Point In Space approach to the Redbud Community Hospital Heliport, Clearlake, 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 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

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

\* \* \* \* \*

#### AWP CA E5 Clearlake, CA [New]

Redbud Community Hospital Heliport, CA  
Point In Space Coordinates  
(Lat. 38°55'01" N, long. 122°36'42" W)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Point In Space serving the Redbud Community Hospital Heliport.

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Issued in Los Angeles, California, on September 23, 1999.

**John Clancy**

*Manager, Air Traffic Division, Western-Pacific Region*

[FR Doc. 99–26946 Filed 10–14–99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99–AWP–17]

#### Establishment of Class E Airspace; Napa, CA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes a Class E airspace area at Napa, CA. The establishment of a Special Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) Copter 050 Point In Space approach serving Queen of the Valley Hospital Heliport has made this action necessary. Controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain helicopters executing the Special Copter GPS 050 Point In Space approach to Queen of the Valley Hospital Heliport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at the Queen of the Valley Hospital Heliport, Napa, CA.

**EFFECTIVE DATE:** 0901 UTC November 4, 1999.

**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 August 13, 1999, the FAA proposed to amend 14 CFR part 71 by establishing a Class E airspace area at Napa, CA (64 FR 44142). Controlled airspace extending upward from 700 feet above the surface is needed to contain helicopters executing the Special Copter GPS 050 Point In Space approach at the Queen of the Valley Hospital Heliport. This action will provide adequate controlled airspace for IFR operations at the Queen of the Valley Hospital Heliport, Napa, 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 7400.9G dated September 1, 1999, and effective September 16, 1999, 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 a Class E airspace area at Napa, CA. Controlled airspace extending upward from 700 feet above the surface is required for helicopters executing the Special Copter GPS 050 Point In Space approach to the Queen of the Valley Hospital Heliport. The effect of this action will provide adequate airspace for helicopters executing the Special Copter GPS 050 Point In Space approach to the Queen of the Valley Hospital Heliport, Napa, 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, 1969); 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

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#### Adoption of the Amendment

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#### PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; ROUTES; AND REPORTING POINTS.

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