

Issued in Kansas City, MO, on December 17, 1997.

**Christopher R. Blum,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 98-2215 Filed 1-28-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AEA-39]

#### Amendment to Class E Airspace; Syracuse, NY

**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 Syracuse, NY. The development of Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAP) at Syracuse Hancock International 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) 10 SIAP, the GPS RWY 14 SIAP, the GPS RWY 28 SIAP, and the GPS RWY 32 SIAP to Syracuse Hancock International Airport at Syracuse, NY.

**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 October 17, 1997, a proposal to amend 14 CFR Part 71 to modify the Class E airspace at Syracuse, NY, was published in the **Federal Register** (62 FR 53985). The development of a GPS RWY 10 SIAP, a GPS RWY 14 SIAP, a GPS RWY 28, and a GPS RWY 32 SIAP for Syracuse Hancock International Airport requires an amendment to the Class E airspace at Syracuse, NY. 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 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 Rule

This amendment to 14 CFR Part 71 modifies Class E airspace at Syracuse, NY, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS RWY 10 SIAP, the GPS RWY 14, the GPS RWY 28, and the GPS RWY 32 SIAP to Syracuse Hancock International 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—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; 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 7400.9E, 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.*

\* \* \* \* \*

#### AEA NY AEA E5 Syracuse, NY [Revised]

Syracuse Hancock International Airport, NY (Lat. 43°06'40" N., Long. 76°06'23" W.)

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Syracuse Hancock International Airport and within a 20-mile radius of the airport extending clockwise from a 245° bearing to a 305° bearing from the airport, excluding that portion that coincides with the Fulton, NY, Durhamville, NY, and Skaneateles, NY, Class E airspace areas.

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Issued in Jamaica, New York, on December 16, 1997.

**Franklin D. Hatfield,**

*Manager, Air Traffic Division, Eastern Region.*

[FR Doc. 98-2218 Filed 1-28-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AEA-37]

#### Establishment of Class E Airspace; Ticonderoga, NY

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace extending upward from 700 feet Above Ground Level (AGL) at Ticonderoga, NY. The development of Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAP) at Ticonderoga Municipal 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) 20 SIAP and the GPS RWY 2 SIAP to Ticonderoga Municipal Airport at Ticonderoga, NY.

**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 October 17, 1997, a notice proposing to amend 14 CFR Part 71 to establish Class E airspace at Ticonderoga, NY, was published in the **Federal Register** (62 FR 53981). A GPS RWY 20 SIAP and a GPS RWY 2 SIAP developed for Ticonderoga Municipal Airport, Ticonderoga, NY, require the establishment of Class E airspace at the airport. The notice proposed to establish 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 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 Rule**

This amendment to 14 CFR Part 71 establishes Class E airspace at Ticonderoga, NY, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS RWY 20 SIAP and the GPS RWY 2 SIAP to Ticonderoga Municipal 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—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; 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 7400.9E, 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.*

\* \* \* \* \*

**AEA NY AEA E5 Ticonderoga, NY [New]**

Ticonderoga Municipal Airport, NY  
(Lat. 43°52'37" N., long. 73°24'47" W.)

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Ticonderoga Municipal Airport, excluding the portion that coincides with the Rutland, VT, Class E airspace area.

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Issued in Jamaica, New York, on December 16, 1997.

**Franklin D. Hatfield,**

*Manager, Air Traffic Division, Eastern Region.*  
[FR Doc. 98-2219 Filed 1-28-98; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97-AEA-36]

**Establishment of Class E Airspace; Towanda, PA**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace extending upward from 700 feet Above Ground Level (AGL) at Towanda, PA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) at Bradford 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) 23 SIAP to Bradford County Airport at Towanda, PA.

**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 October 17, 1997, a notice proposing to amend 14 CFR Part 71 to establish Class E airspace at Towanda, PA, was published in the **Federal Register** (62 FR 53989). A GPS RWY 23 SIAP developed for Bradford County Airport, Towanda, PA, requires the establishment of the Class E airspace at the airport. The notice proposed to establish 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 or more above the