

E airspace extension. The purpose of these actions is to make technical corrections to the airspace legal descriptions in order to make the Class D airspace and Class E airspace for the airport consistent with each other, and to provide adequate controlled airspace for instrument approach procedures when the airport traffic control tower (ATCT) is closed.

EFFECTIVE DATE: 0901 UTC, September 9, 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 Wednesday, March 3, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class C airspace and Class E airspace at Rochester, MN (64 FR 10238). The proposal was to correct the legal description of the existing controlled airspace to reflect the actual configuration of that controlled airspace.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. One comment supporting the proposal was received from the City of Dodge Center, MN, Airport Advisory Board. Class D airspace designations are published in paragraph 5000, Class E airspace areas designated as an extension to a Class D surface area are published in paragraph 6004, and Class E airspace areas designated as a surface area for an airport are published in paragraph 6002 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 D airspace and Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies Class D airspace and Class E airspace at Rochester, MN, to make technical corrections to the legal descriptions of the Class D airspace and the Class E airspace extension to the Class D airspace for Rochester International Airport, and by amending the Class E surface area for the airport to include the Class E extension to the surface area. 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 95665, 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:

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Paragraph 5000 Class D airspace.

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AGL MN D Rochester, MN [Revised]

Rochester International Airport, MN
(Lat. 43°54'32" N., long. 092°29'53" W.)

That airspace extending upward from the surface to and including 3,800 feet MSL within a 4.2-mile radius of the Rochester International Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airman. The effective date and time will thereafter be continuously published in the Airport/facility Directory.

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

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AGL MN E4 Rochester, MN [Revised]

Rochester International Airport, MN
(Lat. 43°54'32" N., long. 092°29'53" W.)
Rochester VOR/DME
(Lat. 43°46'58" N., long. 092°35'49" W.)

That airspace extending upward from the surface within 3.1 miles each side of the Rochester VOR/DME 028° radial extending from the 4.2-mile radius of the Rochester International Airport to 7.0 miles southwest of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airman. The effective date and time will thereafter be continuously published in the Airport/facility Directory.

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

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AGL MN E2 Rochester, MN [Revised]

Rochester International Airport, MN
(Lat. 43°54'32" N., long. 092°29'53" W.)
Rochester VOR/DME
(Lat. 43°46'58" N., long. 092°35'49" W.)

Within a 4.2-mile radius of the Rochester International Airport and within 3.1 miles each side of the Rochester VOR/DME 028° radial extending from the 4.2-mile radius of the Rochester International Airport to 7.0 miles southwest of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airman. The effective date and time will thereafter be continuously published in the Airport/facility Directory.

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Issued in Des Plaines, Illinois on May 12, 1999.

Christopher R. Blum,

Manager, Air Traffic Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AGL-14]

Modification of Class D Airspace and Class E Airspace; Wilmington, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class D airspace and Class E airspace at Wilmington, OH. This action corrects technical errors in the legal descriptions of the Class D airspace and the Class E airspace extension to the Class D airspace for Airborne Airpark, and amends the Class E surface area for the airport to include the Class E airspace extension. The purpose of these actions is to make technical corrections to the

airspace legal descriptions in order to make the Class D airspace and Class E airspace for the airport consistent with each other, and to provide adequate controlled airspace for instrument approach procedures when the airport traffic control tower (ATCT) is closed.
EFFECTIVE DATE: 0901 UTC, September 9, 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 Wednesday, March 3, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class D airspace and Class E airspace at Wilmington, OH (64 FR 10241). The proposal was to correct the legal description of the existing controlled airspace to reflect the actual configuration of that controlled airspace.

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 D airspace designations are published in paragraph 5000, Class E airspace areas designated as an extension to a Class D surface area are published in paragraph 6004, and Class E airspace areas designated as a surface area for an airport are published in paragraph 6002 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 D airspace and Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies Class D airspace and Class E airspace at Wilmington, OH, to make technical corrections to the legal descriptions of the Class D airspace and the Class E airspace extension to the Class D airspace for Airborne Airpark, and by amending the Class E surface area for the airport to include the Class E extension to be surface area. 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 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 95665, 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 Class D airspace.

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AGL OH D Wilmington, OH [Revised]

Wilmington, Airborne Airpark, OH
 (Lat. 39° 25' 41" N., long. 083° 47' 32" W.)
 Wilmington, Hollister Field Airport, OH
 (Lat. 39° 26' 15" N., long. 083° 42' 30" W.)

That airspace extending upward from the surface to and including 3,600 feet MSL within a 4.2-mile radius of the Airborne Airpark, excluding that portion of airspace within a 1-mile radius of Hollister Field 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.

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

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AGL OH E4 Wilmington, OH [Revised]

Wilmington, Airborne Airpark, OH
 (Lat. 39° 25' 41" N., long. 083° 47' 32" W.)
 Wilmington, Hollister Field Airport, OH
 (Lat. 39° 26' 15" N., long. 083° 42' 30" W.)
 Midwest VOR/DME
 (Lat. 39° 25' 47" N., long. 083° 48' 04" W.)
 That airspace extending upward from the surface within 3.7 miles each side of the Midwest VOR/DME 215° radial, extending from the 4.2-mile radius of the Airborne Airpark to 7.0 miles southwest of the airport, and within 3.7 miles each side of the Midwest VOR/DME 041° radial extending from the 4.2-mile radius of the airport to 7.0 miles northeast of the airport, excluding that portion of airspace within a 1-mile radius of Hollister Field Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airman. The effective date and time will thereafter be continuously published in the Airport/facility directory.

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

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AGL OH E2 Wilmington, OH [Revised]

Wilmington, Airborne Airpark, OH
 (Lat. 39° 25' 41" N., long. 083° 47' 32" W.)
 Wilmington, Hollister Field Airport, OH
 (Lat. 39° 26' 15" N., long. 083° 42' 30" W.)
 Within a 4.2-mile radius of the Airborne Airpark and within 3.7 miles each side of the Midwest VOR/DME 215° radial, extending from the 4.2-mile radius of the Airborne Airpark to 7.0 miles southwest of the airport, and within 3.7 miles each side of the Midwest VOR/DME 041° radial extending from the 4.2-mile radius of the airport to 7.0 miles northeast of the airport, excluding that portion of airspace within a 1-mile radius of Hollister Field 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 Director.

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Issued in Des Plaines, Illinois on May 12, 1999.

Christopher R. Blum,

Manager, Air Traffic Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99–AGL–15]

Modification of Class E Airspace; Jackson, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.