

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 August 22, 1997, the FAA proposed to amend 14 CFR Part 71 to revise the Class E airspace at Point Pleasant, WV (62 FR 44606). A GPS SIAP to RWY 25 developed for Mason County Airport, Point Pleasant, WV, requires the revision of the Class E airspace at the airport. The notice proposed to revise the 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 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 CFR Part 71 amends the Class E airspace located at Point Pleasant, WV, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing a GPS SIAP to RWY 25.

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 “significantly 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—[AMENDED]

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.

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AEA WV AEA 35 Point Pleasant, WV [Revised]

Mason County Airport, WV
(lat. 38°54'52"N., long. 82°05'55"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Mason County Airport and within 4 miles each side of the 059° bearing from the Mason County Airport extending from the 6.4-mile radius to 10 miles northeast of the airport, excluding the portions that coincide with the Gallipolis, OH, and Ravenswood, WV, Class E airspace areas.

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Issued in Jamaica, New York on October 7, 1997.

Franklin D. Hatfield,
Manager, Air Traffic Division, Eastern Region.
[FR Doc. 97-28602 Filed 10-28-97; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AEA-32]

Amendment to Class E Airspace; Wrightstown, NJ

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 Wrightstown, NJ. The development of Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAP) to Runway (RWY) 19 and RWY 01 at Flying W Airport, Lumberton, NJ, 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 RWY 19 SIAP and the GPS RWY 01 SIAP to Flying W Airport at Lumberton, NJ.

EFFECTIVE DATE: 0901 UTC, January 1, 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 August 22, 1997, the FAA proposed to amend 14 CFR Part 71 to amend the Class E airspace at Wrightstown, NJ (62 FR 44605). A GPS RWY 19 SIAP and a GPS RWY 01 SIAP developed for Flying W Airport, Lumberton, NJ, requires the amendment of the Class E airspace at Wrightstown, NJ. The proposal would 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 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 CFR Part 71 amends Class E airspace at Wrightstown, NJ, to provide controlled

airspace extending upward from 700 feet AGL for aircraft executing the GPS RWY 19 SIAP and GPS RWY 01 SIAP to Flying W 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—[AMENDED]

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.

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AEA NJ AEA E5 Wrightstown, NJ [Revised]

- Lakewood Airport, NJ
(lat. 40°04'00" N., long. 74°10'40" W.)
- McGuire AFB, NJ
(lat. 40°00'56" N., long. 74°35'37" W.)
- Trenton-Robbinsville Airport, NJ
(lat. 40°12'50" N., long. 74°36'07" W.)
- Allaire Airport, NJ
(lat. 40°11'13" N., long. 74°07'30" W.)
- Robert J. Miller Airpark, NJ
(lat. 39°55'39" N., long. 74°17'33" W.)
- Flying W Airport, NJ
(lat. 39°56'00" N., long. 74°48'24" W.)
- Lakehurst (Navy) TACAN

- (lat. 40°02'13" N., long. 74°21'12" W.)
- Colts Neck VOR/DME
(lat. 40°18'42" N., long. 74°09'36" W.)
- Coyle VORTAC
(lat. 39°49'02" N., long. 74°25'54" W.)
- Robbinsville VORTAC
(lat. 40°12'08" N., long. 74°29'43" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Lakewood Airport and within a 10.5-mile radius of McGuire AFB and within a 11.3-mile radius of the Lakehurst (Navy) TACAN extending clockwise from the Lakehurst (Navy) TACAN 310° radial to the 148° radial and within 4.4 miles each side of the Coyle VORTAC 031° radial extending from the VORTAC to 11.3 miles northeast and within 2.6 miles southwest and 4.4 miles northeast of the Lakehurst (Navy) TACAN 148° radial extending from the TACAN to 12.2 miles southeast and within a 6.4-mile radius of Trenton-Robbinsville airport and within 5.7 miles north and 4 miles south of the Robbinsville VORTAC 278° and 098° radials extending from 4.8 miles west to 10 miles east of the VORTAC and within a 6.7-mile radius of Allaire Airport and within 1.8 miles each side of the Colts Neck VOR/DME 167° radial extending from the Allaire Airport 6.7-mile radius to the VOR/DME and within a 9.5-mile radius of Flying W Airport and within a 6.5-mile radius of Robert J. Miller Air Park and within 1.3 miles each side of the Coyle VORTAC 044° radial extending from the 6.5-mile radius of Robert J. Miller Air Park to the VORTAC, excluding the portions that coincide with the Berlin, NJ, Princeton, NJ, Vincetown, NJ, Old Bridge, NJ, Matawan, NJ, and North Philadelphia, PA, Class E airspace areas.

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Issued in Jamaica, New York on October 7, 1997.

Franklin D. Hatfield,
Manager, Air Traffic Division, Eastern Region.
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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AGL-33]

Modification of Class E Airspace; Bloomington, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace at Bloomington, IL. An Instrument Landing System (ILS) Standard Instrument Approach Procedure (SIAP) to Runway 20 has been developed for the Central Illinois Regional Airport at Bloomington-Normal (formerly the Bloomington/Normal Airport). Controlled airspace extending upward from 700 to 1200 feet

above ground level (AGL) is needed to contain aircraft executing the approach. This action increases the radius of the existing Class E airspace.

EFFECTIVE DATE: 0901 UTC, January 1, 1998.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2330 East Devon Avenue, Des Plaines, Illinois 60018, telephone (897) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On Monday, August 25, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Class E airspace at Bloomington, IL (62 FR 44922). The proposal was to add controlled airspace extending upward from 700 to 1200 feet AGL to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting 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 objecting to the proposal were received. Class E airspace designations for 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 Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) modifies Class E airspace at Bloomington, IL, to accommodate aircraft executing the ILS Runway 20 SIAP at the Central Illinois Regional Airport at Bloomington-Normal (formerly the Bloomington/Normal Airport) by increasing the radius of the existing Class E airspace for the airport. Controlled airspace extending upward from 700 to 1200 feet AGL is needed to contain aircraft executing the approach. 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