

would be revised to eliminate extensions and would result in a single 7.2 mile radius circle of Eielson AFB.

The Eielson AFB mission has changed in recent years. Present flight operations rarely exceed 16 hours per day, and quiet hours are in effect from 2200 to 0700 local times. Less than one percent of annual flight traffic occurs during the proposed closure times. Eielson AFB base operations and the runway will remain a 24-hour facility. Eielson Tower will retain sufficient personnel to revert to 24-hour operations in the event of a contingency. Air traffic controllers will be on a standby schedule to provide on-call services to North American Defense (NORAD) missions, approved arrivals and departures, and emergency divers. The USAF intends to meet all criteria to remain a viable alternate airport.

The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class D airspace areas are published in paragraph 5000, Class E airspace areas designated as a surface area are published in paragraph 6002, and Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 in FAA Order 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1 (63 FR 50139; September 21, 1998). The Class D and Class E airspace listed in this document would be revised and published in the Order.

The FAA has determined that these proposed regulations only involve an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore —(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, when promulgated, 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).

**The Proposed Amendment**

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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; 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 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998, and effective September 16, 1998, is to be amended as follows:

*Paragraph 5000 Class D Airspace*  
\* \* \* \* \*

**AAL AK D Fairbanks, Eielson AFB, AK [Revised]**

Fairbanks, Eielson AFB, AK  
(Lat. 64°39'56" N., long. 147°06'05" W.)

That airspace extending upward from the surface to and including 3,000 feet MSL within a 4.7-mile radius of Eielson AFB. 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.  
\* \* \* \* \*

*Paragraph 6002 Class E airspace designated as surface areas.*  
\* \* \* \* \*

**AAL AK E2 Fairbanks, Eielson AFB, AK [New]**

Fairbanks, Eielson AFB, AK  
(Lat. 64°39'56" N., long. 147°06'05" W.)

That airspace extending upward from the surface to and including 3,000 feet MSL within a 4.7-mile radius of Eielson AFB.  
\* \* \* \* \*

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

**AAL AK E5 Fairbanks, Eielson AFB, AK [Revised]**

Fairbanks, Eielson AFB, AK  
(Lat. 64°39'56" N., long. 147°06'05" W.)

That airspace extending upward from 700 feet above the surface within a 7.2-mile radius of Eielson AFB.  
\* \* \* \* \*

Issued in Anchorage, AK, on January 22, 1999.

**Willis C. Nelson,**

*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 99–2338 Filed 1–29–99; 8:45 am]

BILLING CODE 4910–13–P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 99–AGL–1]

**Proposed Modification of the Legal Description of the Class E Airspace; Sault Ste Marie, ON**

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to modify the legal description Class E airspace at Sault Ste Marie, ON. The airspace description for the Sault Ste Marie Airport, ON, Canada, incorrectly describes the northwest extension of the controlled airspace as the northeast extension. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument approach procedures. This action proposes to correct the legal description of the existing controlled airspace for this airport in order to eliminate confusion regarding the actual configuration of the airspace.

**DATES:** Comments must be received on or before March 15, 1999.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL–7, Rules Docket No. 99–AGL–1, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined during normal business hours at the Air Traffic Division, Airspace Branch, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

**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:**

**Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made:

"Comments to Airspace Docket No. 99-AGL-1." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket, FAA, Great Lakes Region, Office of the Assistant Chief Counsel, 2300 East Devon Avenue, Des Plaines, Illinois, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

**Availability of NPRM's**

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, SW, Washington, DC 20591, or by calling (202) 267-3484.

Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which described the application procedure.

**The Proposal**

The FAA is considering an amendment to 14 CFR part 71 to modify the legal description of the Class E airspace at Sault Ste Marie, ON, to correctly identify the northwest extension of the existing controlled

airspace. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument approach procedures. The area would be depicted on appropriate aeronautical charts. Class E airspace designated as an extension to a Class D surface area are published in paragraph 6004 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 would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore this, proposed 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 proposed 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).

**The Proposed Amendment**

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 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 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 airspace area.*

\* \* \* \* \*

**AGL ON E4 Sault Ste Marie, ON [Revised]**

Sault Ste Marie Airport, ON, Canada  
(Lat. 46°29'06" N., long. 84°30'34" W.)

That airspace in the United States extending upward from the surface within 1.6 miles north of the 108° bearing from the airport extending from the 4.4-mile radius of Sault Ste Marie Airport to 4.8 miles southeast of the airport, and within 1.6 miles each side of the 118° bearing from the airport extending from the 4.4-mile radius to 9.6 miles southeast of the airport, and within 1.6 miles each side of the 293° bearing from the airport extending from the 4.4-mile radius to 4.8 miles northwest of the airport.

\* \* \* \* \*

Issued in Des Plaines, Illinois on January 14, 1999.

**John A. Clayborn,**

*Acting Manager, Air Traffic Division.*

[FR Doc. 99-2342 Filed 1-29-99; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 98-AGL-81]

**Proposed Modification of Class E Airspace; Pontiac, IL**

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to modify Class E airspace at Pontiac, IL. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 24, has been developed for Pontiac Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action proposes to increase the radius of the existing controlled airspace for this airport.

**DATES:** Comments must be received on or before March 15, 1999.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, Rules Docket No. 98-AGL-81, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An