

System (GPS) Standard Instrument Approach Procedure (SIAP) To Runway (RWY) 1 at Oroville Municipal Airport has made this action necessary. Controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing the GPS RWY 1 SIAP to Oroville Municipal Airport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Oroville Municipal Airport, Oroville, CA.

EFFECTIVE DATE: 0901 UTC March 25, 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 December 17, 1998, the FAA proposed to amend 14 CFR part 71 by establishing a Class E airspace area at Oroville, CA (63 FR 242). Controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the GPS RWY 1 SIAP at Oroville Municipal Airport. This action will provide adequate controlled airspace for IFR operations at Oroville Municipal Airport, Oroville, 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 7400.9F dated September 10, 1998, and effective September 16, 1998, 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 at Oroville, CA. Controlled airspace extending upward from 700 feet above the surface is required for aircraft executing the GPS RWY 1 SIAP at Oroville Municipal Airport. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 1 SIAP at Oroville Municipal Airport, Oroville, 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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

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

* * * * *

AWB CA E5 Oroville, CA [New]

Oroville Municipal Airport, CA
(Lat. 39°29'16" N, long. 121°37'19" W)
Richvale Airport, CA
(Lat. 39°29'52" N, long. 121°46'17" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Oroville Municipal Airport, excluding the Maryville, CA, Class E airspace area, and excluding that airspace within a 1-mile radius of the Richvale Airport.

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Issued in Los Angeles, California on January 25, 1999.

Harvey R. Riebel,

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

[FR Doc. 99–2502 Filed 2–2–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–AWP–22]

Establishment of Class E Airspace; Metropolitan Oakland International Airport, CA; Correction

AGENCY: Federal Aviation Administration.

ACTION: Final rule; correction.

SUMMARY: On December 24, 1998, the FAA published a final rule in the **Federal Register** that established E3 airspace at Metropolitan Oakland International Airport, CA. The airspace description contained two inadvertent errors. This document corrects those errors, and has no substantive effect on the action.

EFFECTIVE DATE: This correction is effective on March 25, 1999.

FOR FURTHER INFORMATION CONTACT: Jeri Carson, Air Traffic Division, Airspace Specialist, AWP-520.11, Federal Aviation Administration, Western-Pacific Region, 15000 Aviation Boulevard, Lawndale, CA 90261; telephone: (310) 725–6611.

SUPPLEMENTARY INFORMATION: The following correction is an editorial change.

Correction to Final Rule

In FR Doc. 98–34167, on page 71217 in the **Federal Register** issue of Thursday, December 24, 1998 make the following correction in the last section of the third column: “AWPCA E3” should read “AWP CA E3”, and “8.5” should read “9.0”.

Issued in Los Angeles, California on January 22, 1999.

John Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 99–2501 Filed 2–2–99; 8:45 am]

BILLING CODE 4910–13–M