

closed. The airport meets the minimum communications and weather observation and reporting requirements. Controlled airspace extending upward from the surface will contain aircraft executing instrument approach procedures.

EFFECTIVE DATE: 0901 UTC, April 23, 1998.

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 Monday, November 10, 1997, the FAA proposed to amend 14 CFR part 71 to establish Class E airspace at St. Paul, MN (62 FR 60461). The proposal was to add controlled airspace extending upward from the surface to contain Instrument Flight Rules (IFR) operations in controlled airspace during periods when the control tower is closed.

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 designated as a surface area for an airport are published in paragraph 6002 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 St. Paul, MN, to accommodate aircraft executing the published instrument approach procedures at St. Paul, Downtown Holman Field, during periods when the control tower is closed. Controlled airspace extending upward from the surface is needed to contain aircraft executing these approaches. 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 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 6002 Class E airspace areas designated as a surface area for an airport.

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AGL MN E2 St. Paul, MN [New]

St. Paul, Downtown Holman Field, MN
(lat. 44°56'04" N.; long. 93°03'36" W.)
South St. Paul Municipal Richard E. Fleming
Field, MN
(lat. 44°51'26" N., long. 93°01'59" W.)

Within a 4.1-mile radius of the St. Paul, Downtown Holman Field, excluding that airspace within a 1-mile radius of South St. Paul Municipal, Richard E. Fleming Field. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Des Plaines, Illinois on January 22, 1998.

Maureen Woods,

Manager, Air Traffic Division.

[FR Doc. 98-3732 Filed 2-12-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AGL-58]

Modification of Class E Airspace; Escanaba, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace at Escanaba, MI. A VHF Omnidirectional Range (VOR) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 36 has been developed for Delta County Airport. Controlled airspace extending upward from the surface is needed to contain aircraft executing the approach. This action enlarges the radius and adds a southern extension to the surface area, and enlarges the radius and adds a southern extension for the existing controlled airspace. This action also corrects the wording for the surface area, as given in the notice of proposed rulemaking, by deleting the part-time reference. This wording was included in error.

EFFECTIVE DATE: 0901 UTC, April 23, 1998.

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 Monday, November 10, 1997, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Escanaba, MI (62 FR 60462). The proposal was to add controlled airspace extending upward from the surface to contain aircraft conducting 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 surface areas for an airport are published in paragraph 6002, and Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface 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 Escanaba, MI, to accommodate aircraft executing the VOR Rwy 36 SIAP and IFR operations at Delta County Airport by enlarging the radius and adding a southern extension to the surface area, and enlarging the radius and adding a southern extension for the existing controlled airspace. 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 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 6002 Class E airspace areas designated as a surface area For an airport.

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AGL MI E2 Escanaba, MI [Revised]

Escanaba, Delta County Airport, MI
(lat. 45°43'22" N., long. 87°05'37" W.)
Escanaba VORTAC
(lat. 45°43'22" N., long. 87°05'23" W.)

Within a 4.3-mile radius of the Escanaba VORTAC; and within 2.6 miles each side of the Escanaba VORTAC 007 deg. radial, extending from the 4.3-mile radius to 7.4 miles north of the VORTAC; and within 2.6 miles each side of the Escanaba VORTAC 101 deg. radial, extending from the 4.3-mile radius to 7.4 miles east of the VORTAC; and within 2.6 miles each side of the Escanaba VORTAC 266 deg. radial, extending from the 4.3-mile radius to 7.0 miles west of the VORTAC; and within 3.2-miles each side of the Escanaba VORTAC 171 deg. radial, extending from the 4.3-mile radius to 7.0 miles south of the VORTAC

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

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AGL MI E5 Escanaba, MI [revised]

Escanaba, Delta County Airport, MI
(lat. 45°43'22" N., long. 87°05'37" W.)
Escanaba VORTAC
(lat. 45°43'22" N., long. 87°05'23" W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of the Escanaba VORTAC; and within 2.6 miles each side of the Escanaba VORTAC 007 deg. radial, extending from the 6.8-mile radius to 7.4 miles north of the VORTAC; and within 2.6 miles each side of the Escanaba VORTAC 101 deg. radial, extending from the 6.8-mile radius to 7.8 miles east of the VORTAC; and within 2.6 miles north and 3.5 miles south of the Escanaba VORTAC 270 deg. radial, extending from the 6.8-mile radius to 11.7 miles west of the VORTAC; and within 3.2 miles each side of the Escanaba VORTAC 171 deg. radial, extending from the 6.8-mile radius to 7.0 miles south of the VORTAC.

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Issued in Des Plaines, Illinois on January 22, 1998.

Maureen Woods,

Manager, Air Traffic Division.

[FR Doc. 98–3733 Filed 2–12–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–AGL–51]

Establishment of Class E Airspace; Friendship (Adams), WI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Friendship (Adams), WI. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway 33 has been developed for Adams County Legion Field Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL), within a 9.4-mile radius of the airport, is needed to contain aircraft executing the approach.

EFFECTIVE DATE: 0901 UTC, April 23, 1998.

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, December 10, 1997, the FAA proposed to amend 14 CFR part 71 to establish Class E airspace at Friendship (Adams), WI (62 FR 65041). 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 14 CFR part 71 establishes Class E airspace at friendship (Adams), WI. This action provides adequate controlled airspace extending upward from 700 to 1200 feet AGL to contain aircraft executing the GPS Rwy 33 SIAP and IFR operations at Adams County Legion Field Airport. The area would 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