

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

\* \* \* \* \*

**ANM ID E5 McCall, ID [Revised]**

McCall Airport, ID  
(Lat. 44°53'20" N, long. 116°06'06" W)  
McCall NDB  
(Lat. 44°48'20" N, long. 116°06'08" W)

That airspace extending upward from 700 feet above the surface within 4 miles west and 8 miles east of the 169° and 349° bearings from the McCall NDB extending from 16 miles south to 11 miles north of the NDB; that airspace extending upward from 1,200 feet above the surface within a line from lat. 44°12'00" N, long. 116°06'00" W; to lat. 45°05'00" N, long. 117°28'00" W; to lat. 45°15'00" N, long. 117°19'00" W; to lat. 45°05'30" N, long. 115°52'00" W; to lat. 44°16'00" N, long. 115°40'00" W; thence to the point of beginning, excluding Federal airways, La Grande and Baker City, OR, and Boise, ID, Class E airspace areas.

\* \* \* \* \*

Issued in Seattle, Washington, on March 26, 1998.

**Glenn A. Adams III,**  
*Acting Manager, Air Traffic Division,*  
*Northwest Mountain Region.*

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**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97-ANM-15]

**Revocation of Class E Airspace; Blue Mesa, CO; and Establishment of Class E Airspace; Gunnison, CO**

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

**ACTION:** Final rule.

**SUMMARY:** This action revokes the Class E airspace at Blue Mesa, CO, and establishes a larger Class E airspace area in its place, which is designated the Gunnison, CO, Class E airspace area. The Blue Mesa Class E airspace area was incorrectly named for a navigational aid rather than for the airport served by the airspace. This is contrary to FAA policy.

This action, in effect, renames the Class E airspace area. This action also increases the size of the Class E airspace area. The additional controlled airspace is necessary to accommodate a new Global Positioning System (GPS) standard instrument approach procedure (SIAP) serving the Gunnison County Airport, Gunnison, CO.

**EFFECTIVE DATE:** 0901 UTC, June 18, 1998.

**FOR FURTHER INFORMATION CONTACT:** Dennis Ripley, ANM-520.6, Federal Aviation Administration, Docket No. 97-ANM-15, 1601 Lind Avenue SW., Renton, Washington, 98055-4056; telephone number: (425) 227-2527.

**SUPPLEMENTARY INFORMATION:**

**History**

On January 26, 1998, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by revoking the Blue Mesa, CO, Class E airspace area while establishing a larger and correctly named Gunnison, CO, Class E airspace area (63 FR 3675). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E 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 revokes the existing Blue Mesa, CO, Class E airspace and establishes Class E airspace at Gunnison, CO. The establishment of the Gunnison, CO, airspace adds a 2 nautical mile 700-foot Class E area extension to the northeast, and modifies 1200-foot Class E airspace to the south and the east of the existing Blue Mesa, CO, airspace. The extensions are necessary to meet the airspace criteria for aircraft transitioning between the terminal and en route environments and to fully encompass a new GPS-B SIAP to the Gunnison County Airport. The FAA establishes Class E airspace extending upward from 700 feet AGL, where necessary, to contain aircraft transitioning between the terminal and en route environments. The intended effect of this rule is designed to provide safe and efficient use of the navigable

airspace and to promote safe flight operations under Instrument Flight Rules at the Gunnison County Airport and between the terminal and en route transition stages.

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

\* \* \* \* \*

**ANM CO E5 Blue Mesa, CO [Removed]**

\* \* \* \* \*

**ANM CO E5 Gunnison, CO [New]**

Gunnison County Airport, CO  
(Lat. 38°32'02" N, long. 106°55'59" W)

That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at lat. 38°11'25"

N, long. 107°12'30" W; to lat. 38°21'25" N, long. 107°25'00" to W; lat. 38°24'30" N, long. 107°21'00" W; to lat. 38°33'30" N, long. 107°20'00" W; to lat. 38°31'25" N, long. 107°12'30" W; to lat. 38°42'00" N, long. 106°59'00" W; to lat. 38°32'10" N, long. 106°46'00" W; thence to the point of beginning; that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at lat. 37°59'30" N, long. 107°16'00" W; to lat. 38°17'45" N, long. 107°39'00" W; to lat. 38°45'40" N, long. 106°54'00" W; to lat. 38°16'40" N, long. 106°08'00" W; to lat. 38°09'00" N, long. 106°16'00" W; to lat. 38°18'30" N, long. 106°47'00" W; thence to the point of beginning.

\* \* \* \* \*

Issued in Seattle, Washington, on April 2, 1998.

**Joe E. Gingles,**

*Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 96-ASW-30]

RIN 2120-AA66

**Modification to the Gulf of Mexico High Offshore Airspace Area**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Gulf of Mexico High Offshore airspace area by extending the present airspace area west and south to the boundary of the Houston Air Route Traffic Control Center (ARTCC) Flight Information Region/Control Area (FIR/CTA). Additionally, this action establishes the vertical limits of the airspace area expansion from Flight Level (FL) 280 up to and including FL 600. The FAA is taking this action to provide additional airspace in which domestic air traffic procedures may be used to separate and manage aircraft, resulting in the enhanced utilization of that airspace.

**EFFECTIVE DATE:** 0901 UTC, June 18, 1998.

**FOR FURTHER INFORMATION CONTACT:** Ellen Crum, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:**

**Background**

On March 2, 1993, the FAA published a final rule (58 FR 12128) which, in part, redesignated certain control areas over international waters as offshore airspace areas. The redesignations were necessary to comply with the Airspace Reclassification final rule (56 FR 65638; December 17, 1991).

One of the areas affected by the March 2, 1993, final rule was the Gulf of Mexico Control Area. This area was divided vertically into two areas, one of which was redesignated as the Gulf of Mexico High Offshore airspace area.

In June 1996 the FAA completed phase II of an evaluation of the airspace over the Gulf of Mexico. The evaluation was a combined effort with representatives from the FAA, Servicios a la Navegacion en El Espacio Aereo Mexicano, and other airspace users. The objective of the evaluation was, in part, to identify areas where air traffic services, air traffic operations, and utilization of airspace could be improved. One of the outcomes of this evaluation was the determination that system capacity would be enhanced by modifying air traffic control (ATC) procedures used to control aircraft operations in the airspace over the Gulf of Mexico. Currently, International Civil Aviation Organization (ICAO) oceanic ATC procedures are used to separate and manage aircraft operations that extend beyond the lateral boundary of the existing Gulf of Mexico High Offshore airspace area. Modifying the Gulf of Mexico High Offshore airspace area by extending the boundaries further west and south of the current location to the Houston ARTCC FIR/CTA, allows the application of domestic ATC separation procedures over a larger area. This action to modify the offshore airspace area will enhance system capacity and allow for more efficient utilization of that airspace.

On September 11, 1997, the FAA proposed to amend 14 CFR part 71 to modify the Gulf of Mexico High Offshore airspace area (62 FR 47781). 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. Except for editorial changes, this amendment is the same as that proposed in the notice.

Offshore airspace areas are published in paragraph 2003 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 Offshore airspace area listed

in this document will be published subsequently in the Order.

**The Rule**

This amendment to 14 CFR part 71 modifies the Gulf of Mexico High Offshore airspace area by extending the present airspace area west and south to the Houston ARTCC FIR/CTA. This modification will allow the application of domestic ATC separation procedures, in lieu of ICAO separation procedures, thereby, enhancing system capacity, and allowing for more efficient use of the airspace.

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. 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 will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**ICAO Considerations**

As part of this action relates to navigable airspace outside the United States, this rule is submitted in accordance with the ICAO International Standards and Recommended Practices.

The application of International Standards and Recommended Practices by the FAA, Office of Air Traffic Airspace Management, in areas outside U.S. domestic airspace is governed by the Convention on International Civil Aviation. Specifically, the FAA is governed by Article 12 and Annex 11, which pertain to the establishment of necessary air navigational facilities and services to promote the safe, orderly, and expeditious flow of civil air traffic. The purpose of the document is to ensure that civil aircraft operations on international air routes are performed under uniform conditions. The International Standards and Recommended Practices in Annex 11 apply to airspace under the jurisdiction of a contracting state, derived from ICAO. Annex 11 provisions apply when air traffic services are provided and a contracting state accepts the responsibility of providing air traffic services over high seas or in airspace of undetermined sovereignty. A