

Paragraph 6002 Class E airspace areas designated as surface areas for an airport

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**AAL AK E2 Adak, AK [Revoked]**

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Paragraph 6004 Class E airspace areas designated as an extension to a Class D or Class E surface area.

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**AAL AK E4 Adak, AK [Revoked]**

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

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**AAL AK E5 Adak, AK [Revised]**

Adak Airport, AK

(Lat. 51° 52' 41" N., long. 176° 38' 45" W.)

Mount Moffett NDB

(Lat. 51° 52' 19" N., long. 176° 40' 34" W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Adak Airport and within 5.2 miles northwest and 4.2 miles southeast of the 061° bearing of the Mount Moffett NDB extending from the 7-mile radius to 11.5 miles northeast of the Adak Airport; and that airspace extending upward from 1,200 feet above the surface within 11-mile radius of the Adak Airport, and within 16 miles of the Adak Airport extending clockwise from the 033° bearing to the 081° bearing of the Mount Moffett NDB.

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Issued in Anchorage, AK, on June 28, 1999.

**Willis C. Nelson,**

Manager, Air Traffic Division, Alaskan Region.

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 99-AAL-5]

**Establishment of Class E Airspace; Palmer, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Palmer, AK. The establishment of a Global Positioning System (GPS) instrument approach at the Palmer Municipal Airport made this action necessary. The Palmer Municipal Airport status changes from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR). Adoption of this proposal will provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Palmer, AK.

**EFFECTIVE DATES:** 0901 UTC, September 9, 1999.

**FOR FURTHER INFORMATION CONTACT:**

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**SUPPLEMENTARY INFORMATION:**

**History**

On April 20, 1999, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Palmer, AK, was published in the **Federal Register** (64 FR 19316). The proposal was necessary due to the establishment of a GPS instrument approach at Palmer, AK.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments to the proposal were received, thus the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas 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 E airspace listed in this document will be published in the Order.

**The Rule**

This amendment to 14 CFR part 71 establishes Class E airspace at Palmer, AK, through the establishment of a GPS instrument approach. The Palmer Municipal Airport status will change from VFR to IFR. The area will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for IFR operations at Palmer, AK.

The FAA has determined that these 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) 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).

**The Proposed 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 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 extending upward from 700 feet or more above the surface of the earth.

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**AAL AK E5 Palmer, AK [New]**

Palmer Municipal Airport, AK

(Lat. 61°35'41" N., long. 149°05'20" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Palmer Municipal Airport.

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**Willis C. Nelson,**

Manager, Air Traffic Division, Alaskan Region.

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**COMMODITY FUTURES TRADING COMMISSION**

**17 CFR Part 1**

**Recordkeeping**

**AGENCY:** Commodity Futures Trading Commission.