

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

[Airspace Docket No. 99-AGL-24]

**Modification of Class E Airspace; Barnesville, OH**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This action modifies Class E airspace at Barnesville, OH. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 27 has been developed for Barnesville-Bradfield Airport.

Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action increases the radius of the existing controlled airspace for this airport.

**EFFECTIVE DATE:** 0901 UTC, November 04, 1999.

**FOR FURTHER INFORMATION CONTACT:** Annette Davis, 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 Tuesday, May 4, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Barnesville, OH (64 FR 23808). 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 7400.9F 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 modifies Class E airspace at Barnesville, OH, to accommodate aircraft executing

the proposed GPS Rwy 27 SIAP at Barnesville-Bradfield Airport by modifying the existing controlled airspace. The areas 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, 1997); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated import 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 or 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 95665, 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 7400.9F, 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.*

\* \* \* \* \*

**AGL OH E5 Barnesville, OH [Revised]**

Barnesville-Bradfield Airport OH  
(Lat. 40° 00' 09"N., long. 81° 11' 31"W.)

That airspace extending upward from 700 feet above the surface within an 6.4-mile radius of Barnesville-Bradfield Airport.

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Issued in Des Plaines, Illinois on July 6, 1999.

**Christopher R. Blum,**

*Manager, Air Traffic Division.*

[FR Doc. 99-18208 Filed 7-15-99; 8:45 am]

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

[Airspace Docket No. 99-AGL-26]

**Modification of Class E Airspace; Indianapolis, IN; and Revocation of Class E Airspace; Greenwood, IN**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This action modifies the Class E airspace at Indianapolis, IN, and revokes the Class E airspace at Greenwood, IN. The legal description for the Class E airspace for the Greenwood Municipal Airport has been published in duplicate, once as part of the Indianapolis, IN, Class E airspace, and once as Greenwood, IN, Class E airspace. Neither legal description for the Class E airspace for the Greenwood Municipal Airport, as published, is correct. Because the Class E airspace for Greenwood Municipal Airport is an integral part of the Indianapolis, IN, Class E airspace area, this action modifies the Class E airspace for Indianapolis, IN, to correctly describe the Class E airspace required for Greenwood Municipal Airport, and revokes the duplicate, and therefore unneeded, Class E airspace at Greenwood, IN.

**EFFECTIVE DATE:** 0901 UTC, September 09, 1999.

**FOR FURTHER INFORMATION CONTACT:** Annette Davis, 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 Tuesday, May 4, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Indianapolis, IN, and revoke Class E airspace at Greenwood, IN (64 FR 23809). The proposal was to correct the legal description of the existing controlled airspace to reflect the actual configuration of that controlled airspace. Interested parties were invited to participate in this rulemaking proceeding by submitting written