

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 71

[Airspace Docket No. 99-AAL-16]

Revision of Class D Airspace; Lake Hood, Elmendorf AFB, and Merrill Field, AK; Revision of Class E Airspace; Elmendorf AFB and Merrill Field, AK

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Final rule, correction.

SUMMARY: This action corrects the error in the geographic description of a final rule that was published in the **Federal Register** on August 13, 1999 (64 FR 44114), Airspace Docket 99-AAL-6.
EFFECTIVE DATE: 0901 UTC, November 4, 1999.

FOR FURTHER INFORMATION CONTACT: Robert Durand, Operations Branch, AAL-531, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850; email: Bob.Durand@faa.gov. Internet address: <http://www.alaska.faa.gov/at>.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 99-21039, Airspace Docket 99-AAL-6, published on August 13, 1999, (64 FR 44114), revised the Class D and Class E airspace areas at Lake Hood, Elmendorf AFB, and Merrill Field, AK. The geographic descriptions for the Merrill Field Class D and Class E are in error. The Class D and Class E descriptions incorrectly read “. . . west along Tudor Road to the New Seward Highway, thence direct to the Mouth of Fish Creek, thence direct to the Northern Lights Blvd railroad bridge, thence direct to Point MacKenzie, . . .” The Northern Lights Blvd railroad bridge should be listed before the Mouth of Fish Creek and the descriptions should read “. . . west along Tudor Road to the New Seward Highway, thence direct to the Northern Lights Blvd railroad bridge, thence direct to the Mouth of Fish Creek, thence direct to Point MacKenzie, . . .” This action corrects these errors.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic descriptions listed for the Merrill Field Class D and Class E as published in the **Federal Register** on August 13, 1999, (64 FR 44114), (**Federal Register** Document 99-21039,

pages 44115-44116), is corrected as follows:

§ 71.1 [Corrected]

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AAL AK D Anchorage, Merrill Field, AK [Corrected]

Anchorage, Merrill Field, AK
 (Lat. 61° 12' 52" N., long. 149° 50' 46" W.)
 Point Noname
 (Lat. 61° 15' 36" N., long. 149° 55' 39" W.)
 Point MacKenzie
 (Lat. 61° 14' 14" N., long. 149° 59' 12" W.)
 Ship Creek
 (Lat. 61° 13' 26" N., long. 149° 53' 37" W.)
 Northern Lights Blvd Railroad bridge
 (Lat. 61° 11' 43" N., long. 149° 55' 48" W.)
 Mouth of Fish Creek
 (Lat. 61° 12' 21" N., long. 149° 55' 59" W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a line beginning at Point Noname, thence direct to the Mouth of Ship Creek, thence direct to the intersection of the Glenn Highway and Muldoon Road, thence south along Muldoon Road to Tudor Road, thence west along Tudor Road to the New Seward Highway, thence direct to the Northern Lights Blvd railroad bridge, thence direct to the Mouth of Fish Creek, thence direct to Point MacKenzie, thence via the north bank of Knik Arm to the point of beginning; excluding that airspace within the Anchorage International Airport, AK, Class C airspace. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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AAL AK E2 Anchorage, Merrill Field, AK [Corrected]

Anchorage, Merrill Field, AK
 (Lat. 61° 12' 52" N., long. 149° 50' 46" W.)
 Point Noname
 (Lat. 61° 15' 36" N., long. 149° 55' 39" W.)
 Point MacKenzie
 (Lat. 61° 14' 14" N., long. 149° 59' 12" W.)
 Ship Creek
 (Lat. 61° 13' 26" N., long. 149° 53' 37" W.)
 Northern Lights Blvd railroad bridge
 (Lat. 61° 11' 43" N., long. 149° 55' 48" W.)
 Mouth of Fish Creek
 (Lat. 61° 12' 21" N., long. 149° 55' 59" W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a line beginning at Point Noname, thence direct to the Mouth of Ship Creek, thence direct to the intersection of the Glenn Highway and Muldoon Road, thence south along Muldoon Road to Tudor Road, thence west along Tudor Road to the New Seward Highway, thence direct to the Northern Lights Blvd railroad bridge, thence direct to the Mouth of Fish Creek, thence direct to Point MacKenzie, thence via the north bank of Knik Arm to the point of beginning; excluding that airspace within the Anchorage International Airport, AK, Class C airspace. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective

date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Anchorage, AK, on August 25, 1999.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 99-22894 Filed 9-1-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-41]

Amendment to Class E Airspace; Herrington, KS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends Class E airspace area at Herrington Regional Airport, Herrington, KS. A review of the Class E airspace area for Herrington Regional Airport indicates it does not comply with the criteria for 700 feet Above Ground Level (AGL) airspace required for diverse departures as specified in FAA Order 7400.2D. The Class E airspace has been enlarged to conform to the criteria of FAA Order 7400.2D.

In addition, a minor revision to the Airport Reference Point (ARP) coordinates is included in this document.

The intended effect of this rule is to provide additional controlled Class E airspace for aircraft operating under Instrument Flight Rules (IFR), revise the ARP, and comply with the criteria of FAA Order 7400.2D.

DATES: Effective date: 0901 UTC, December 30, 1999.

Comments for inclusion in the Rules Docket must be received on or before October 19, 1999.

ADDRESSES: Send comments regarding the rule in triplicate to: Manager Airspace Branch, Air Traffic Division, ACE-520, Federal Aviation Administration, Docket Number 99-ACE-41, 601 East 12th Street, Kansas City, MO 64106.

The official docket may be examined in the Office of the Regional Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours