is not extremely improbable, whichever is most critical, the best rate of climb speed \( V_Y \), must be identified with a blue line extending from the \( V_Y \) speed at sea level to the \( V_Y \) speed at an altitude of 5,000 feet, if \( V_Y \) is less than 100 feet per minute, or the highest 1,000-foot altitude (at or above 5,000 feet) at which the \( V_Y \) is 100 feet per minute or more. Each side of the sector must be labeled to show the altitude for the corresponding \( V_Y \).
it is determined that this final rule does
accordance with Executive Order 12612,
responsibilities among the various
States, on the relationship between the
Agency Findings
commenter.
will be date stamped and returned to the
statement is made: ``Comments to
postcard on which the following
submitted in response to this rule must
summarizes each FAA-public contact
interested persons. A report that
in the Rules Docket for examination by
and after the closing date for comments,
submitted will be available, both before
aspects of the rule that might suggest a
environmental, and energy-related
the overall regulatory, economic,
rulemaking action would be needed.
effectiveness of this action and
extremely helpful in evaluating the
Factual information that supports the
this rule may be amended or withdrawn
for comments will be considered, and
received on or before the closing date
ADDRESSES .
published in the
such a comment, a document
or written notice of intent to submit
should identify the Rules Docket
such written data, views, or arguments
comment on this rule by submitting
Interested persons are invited to
comments are invited on this rule.
notice of proposed rulemaking,
a final rule and was not preceded by a
Although this action is in the form of
form and was not preceded by a
preliminary
For the reasons discussed in
Unlikely to result in adverse or negative
implications to warrant the preparation
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
Accordingly, 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 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.
* * * * *
ACE MO E5 Sikeston, MO [Revised]
Sikeston Memorial Municipal Airport, MO
(Lat. 36°53′56″N., Long. 89°33′42″W.)
Sikeston NDB
(Lat. 36°53′16″N., Long. 89°33′53″W.)
That airspace extending upward from 700 feet above
the surface within a 6.5-mile
radius of Sikeston Municipal Municipal Airport and
within 2.6 miles each side of the 021° bearing from the Sikeston
NDB extending from the 6.5-mile
radius to 7 miles north of the airport.
* * * * *
Issued in Kansas City, MO, on September
Herman J. Lyons, Jr.,
Manager, Air Traffic Division, Central Region.
[FR Doc. 99–23724 Filed 9–10–99; 8:45 am]
BILLING CODE 4910–13–M
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 71
[Airspace Docket No. 99–ACE–42]
Amendment to Class E Airspace;
Malden, MO
AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Direct final rule; request for comments.
SUMMARY: This action amends Class E airspace area at Malden Municipal Airport, Malden, MO. A review of the Class E airspace area for Malden Municipal 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.
The intended effect of this rule is to provide additional controlled Class E airspace for aircraft operating under Instrument Flight Rules (IFR) 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 20, 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–42, 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 in the Air Traffic Division at the same address listed above.
FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, MO 64106; telephone: (816) 426–3408.
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NDB extending from the 6.5-mile
radius to 7 miles north of the airport.
* * * * *
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* * * * *