

The Rule

This amendment to 14 CFR part 71 modifies Class E airspace at Bemidji, MN, to accommodate aircraft executing the proposed GPS Rwy 31 SIAP for Bemidji-Beltrami County Airport by modifying the existing controlled airspace. The area 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, 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 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 Com., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

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

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AGL MN E2 Bemidji, MN [Revised]

Bemidji-Beltrami County Airport, MN
(Lat. 47°30'34" N., long. 094°56'01" W.)

Within a 4.6-mile radius of the Bemidji-Beltrami County Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airman. The effective date and time will thereafter be continuously published in the Airport/facility Directory.

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

AGL MN E5 Bemidji, MN [Revised]

Bemidji-Beltrami County Airport, MN
(Lat. 47°30'34" N., long. 094°56'01" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Bemidji-Beltrami County Airport.

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Issued in Des Plaines, Illinois on January 7, 2000.

Christopher R. Blum,
Manager, Air Traffic Division.

[FR Doc. 00–2256 Filed 2–1–00; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99–AGL–52]

Modification of Class E Airspace; Steubenville, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace at Steubenville, OH. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP), 293° helicopter point in space approach, has been developed for Trinity West Hospital. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action modifies the existing controlled airspace for Steubenville, OH, to the northeast in order to include the point in space approach serving Trinity West Hospital.

EFFECTIVE DATE: 0901 UTC, April 20, 2000.

FOR FURTHER INFORMATION CONTACT: Denis C. Burke, 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 Wednesday, November 3, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at

Steubenville, OH (63 FR 59689). The proposal was to modify 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 7400.9G dated September 1, 1999, and effective September 16, 1999, 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 Steubenville, OH, to accommodate aircraft executing the proposed GPS SIAP 293° helicopter point in space approach for Trinity West Hospital by modifying the existing controlled airspace. The area 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, 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

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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 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

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

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AGL OH E5 Steubenville, OH [Revised]

Steubenville, Jefferson County Airport, OH (Lat. 40°21'34" N., long. 080°42'00" W.

Trinity West Hospital, OH

Point In Space Coordinates

(Lat. 40°22'00" N., long. 080°39'31" W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Jefferson County Airport, and within a 6.0-mile radius of the point in space serving Trinity West Hospital, excluding the airspace within the Wheeling, WV, Class E airspace area.

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Issued in Des Plaines, Illinois on January 7, 2000.

Christopher R. Blum,

Manager, Air Traffic Division.

[FR Doc. 00–2257 Filed 2–1–00; 8:45 am]

BILLING CODE 4910–13–M

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

[Airspace Docket No. 99–AGL–54]

Modification of Class E Airspace; Cooperstown, ND

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace at Cooperstown, ND. A review of the controlled airspace within the State of North Dakota indicated a small portion of Class G uncontrolled airspace in the vicinity of Cooperstown, ND. Controlled airspace extending upward

from 1200 feet above ground level (AGL) is needed to allow the FAA to provide safe and efficient air traffic control services for aircraft executing enroute and terminal instrument procedures into and out of Grand Forks International Airport. This small portion of uncontrolled airspace, in the southwest quadrant of Grand Forks Approach Control airspace, causes confusion for both pilots and controllers and does not allow for consistent application of instrument flight rules in a critical area servicing the Grand Forks International Airport. This action eliminates the Class G airspace approximately 15 nautical miles to the southeast of Cooperstown Airport.

EFFECTIVE DATE: 0901 UTC, April 20, 2000.

FOR FURTHER INFORMATION CONTACT:

Denis C. Burke, 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 Wednesday, November 3, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Cooperstown, ND (64 FR 59689). The proposal was to modify controlled airspace extending upward from 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 7400.9G dated September 1, 1999, and effective September 16, 1999, 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 Cooperstown, ND, to accommodate aircraft executing instrument flight procedures into and out of Grand Forks International Airport by modifying the existing controlled airspace. A small portion of uncontrolled airspace to the southeast of Cooperstown Airport will

be eliminated. The area 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, 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

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Adoption of the Amendment**PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS**

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§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

* * * * *

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

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AGL ND E5 Cooperstown, ND [Revised]

Cooperstown Municipal Airport, ND (Lat. 47°25'22" N., long. 098°06'21" W.)

Devils Lake VOR/DME (Lat. 48°06'55" N., long. 098°54'45" W.)

Fargo, Hector International Airport, ND (Lat. 46°55'10" N., long. 096°48'54" W.)

Grand Forks AFB, ND (Lat. 47°57'40" N., long. 097°24'04" W.)

Jamestown VOR/DME