

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-AGL-15]

**Modification of Class D Airspace;
Chicago, Aurora Municipal Airport, IL;
and Modification of Class E Airspace;
Chicago, Aurora Municipal Airport, IL**

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

SUMMARY: This action modifies Class D airspace at Chicago, Aurora Municipal Airport, IL, and modifies Class E airspace at Chicago, Aurora Municipal Airport, IL. A VHF Omnidirectional Range (VOR) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 15, and a VOR SIAP to Rwy 33, have been developed for Aurora Municipal Airport. Controlled airspace extending upward from the surface of the earth is needed to contain aircraft executing these approaches. This action increases the radius of the existing Class D and Class E airspace for Aurora Municipal Airport.

EFFECTIVE DATE: 0901 UTC, October 5, 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 Tuesday, May 2, 2000, the FAA proposed to amend 14 CFR part 71 to modify Class D airspace and Class E airspace at Chicago, Aurora Municipal Airport, IL (65 FR 25456). The proposal was to modify controlled airspace extending upward from the surface 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 D airspace designations are published in paragraph 5000, and Class E airspace areas designated as extensions to a Class D airspace area are published in paragraph 6004, 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 D airspace designations and Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies Class D airspace and Class E airspace at Chicago, Aurora Municipal Airport, IL, to accommodate aircraft executing instrument flight procedures into and out of Aurora Municipal Airport, IL. 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 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 5000 Class D airspace.

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**AGL IL D Chicago, Aurora Municipal
Airport, IL [Revised]**

Chicago, Aurora Municipal Airport, IL
(Lat. 41°46'19" N., long. 88°28'32" W.)

That airspace extending upward from the surface to and including 3,200 feet MSL within an 4.2-mile radius of the Aurora Municipal Airport. This Class D airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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

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**AGL IL E4 Chicago, Aurora Municipal
Airport, IL [Revised]**

Chicago, Aurora Municipal Airport, IL
(Lat. 41°46'19" N., long. 88°28'32" W.)

DuPage VOR/DME

(Lat. 41°53'25" N., long. 88°21'01" W.)

That airspace extending upward from the surface within 1.3 miles each side of the DuPage VOR/DME 217° radial extending from the 4.2-mile radius of the Aurora Municipal Airport to 6.6 miles northeast of the airport. This Class E airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Des Plaines, Illinois on July 10, 2000.

Christopher R. Blum,
Manager, Air Traffic Division.

[FR Doc. 00-18889 Filed 7-25-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-AGL-16]

**Modification of Class D Airspace;
Gary, IN; and modification of Class E
Airspace; Gary, IN**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class D airspace at Gary, IN, and modifies Class E airspace at Gary, IN. An Area Navigation (RNAV) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 20, and a helicopter Instrument Landing System (Copter ILS) SIAP to Rwy 30, have been developed for Gary Regional Airport. Controlled airspace extending upward from the surface of

the earth is needed to contain aircraft executing these approaches. This action increases the radius of the existing Class D and Class E airspace for Gary Regional Airport.

EFFECTIVE DATE: 0901 UTC, October 5, 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 Tuesday, May 2, 2000, the FAA proposed to amend 14 CFR part 71 to modify Class D airspace and Class E airspace at Gary, IN, (65 FR 25457). The proposal was to modify controlled airspace extending upward from the surface 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 D airspace designations are published in paragraph 5000, and Class E 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 D airspace designations and Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies Class D airspace and Class E airspace at Gary, IN, to accommodate aircraft executing instrument flight procedures into and out of Gary Regional Airport. 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 on 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 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 5000 Class D airspace.

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AGL IN D Gary, IN [Revised]

Gary Regional Airport, IN
(Lat. 41° 36' 59" N., long. 87° 24' 46" W.)

That airspace extending upward from the surface to and including 3,100 feet MSL within an 4.2-mile radius of the Gary Regional Airport. This Class D airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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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 IN E5 Gary, IN [Revised]

Gary Regional Airport, IN
(Lat. 41° 36' 59" N., long. 87° 24' 46" W.)

That airspace extending upward from 700 feet above the surface within 6.7-mile radius of the Gary Regional Airport, excluding the airspace within the Chicago Class E airspace area.

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Issued in Des Plaines, Illinois on July 10, 2000.

Christopher R. Blum,

Manager, Air Traffic Division.

[FR Doc. 00–18888 Filed 7–25–00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

14 CFR Part 71

[Airspace Docket No. 00–AGL–10]

Establishment of Class E Airspace; Minneapolis, Crystal Airport, MN; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the legal description of a final rule that was published in the **Federal Register** on Wednesday, June 28, 2000 (65 FR 39792), Airspace Docket No. 00–AGL–10. The final rule established Class E Airspace at Minneapolis, Crystal Airport, MN.

EFFECTIVE DATE: 0901 UTC, October 5, 2000.

FOR FURTHER INFORMATION CONTACT: Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone: (847) 294-7477.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 00–16335, Airspace Docket No. 00–AGL–10, published on June 28, 2000 (65 FR 39792), established Class E Airspace at Minneapolis, Crystal Airport, MN. An error in the legal description for the Class E airspace for Minneapolis, Crystal Airport, MN, was published. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the legal description for the Class E airspace, Minneapolis, Crystal Airport, MN, as published in the **Federal Register** June 28, 2000 (65 FR 39792), (FR Doc. 00–16335), is corrected as follows:

PART 71—[CORRECTED]

§ 71.1 [Corrected]

On page 39792, Column 3, line 25, change (lat. 43°03'43" N., long. 93°21'14" W.) to (lat. 45°03'43" N., long. 93°21'14" W.).