

**§ 244.10 [Amended]**

4. In § 244.10, the section heading is amended by removing the word "district".

5. Section 244.10 is amended by removing the word "district" wherever it appears in the following paragraphs:

- a. Paragraph (a);
- b. Paragraph (b);
- c. Paragraph (d)(2); and
- d. Paragraph (f)(2)(iii).

6. In § 244.10, paragraph (f)(4)(ii) is amended by revising the phrase "District Office" to read: "district office or service center".

**§ 244.12 [Amended]**

7. In § 244.12, paragraph (a) is amended by removing the phrase "or twelve (12) months, whichever is shorter".

**§ 244.15 [Amended]**

8. In § 244.15, paragraph (a) is amended in the third sentence by removing the word "district".

**§ 244.18 [Amended]**

9. In § 244.18, paragraph (b) is amended in the last sentence by revising the term "district director" to read "director", and by revising the phrase "the district where" to read "the jurisdiction where".

Dated: January 26, 1999.

**Doris Meissner,**

*Commissioner, Immigration and Naturalization Service.*

[FR Doc. 99-2334 Filed 1-29-99; 8:45 am]

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

[Airspace Docket No. 98-AGL-56]

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

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Fremont, OH. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) 090° helicopter point in space approach has been developed for Memorial Hospital of Sandusky County Heliport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action modifies existing controlled airspace for Fremont, OH, in order to include the

point in space approach serving Memorial Hospital of Sandusky County Heliport.

**EFFECTIVE DATE:** 0901 UTC, March 25, 1999.

**FOR FURTHER INFORMATION CONTACT:**

Michelle M. Behm, 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 Monday, November 16, 1998, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Fremont, OH (63 FR 63627). 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. One comment objecting to the proposal was received. The individual felt it would be safer in instrument flight conditions to have helicopters fly into the Fremont Airport rather than two separate locations, and, since the hospital is located nearby the airport, no time would be lost transporting medical emergency patients to the hospital. Air traffic control procedures require aircraft be separated and protected from other aircraft during instrument approaches. The existing instrument approach procedure into Fremont Airport is roughly parallel to, and slightly offset to the northeast of, the proposed instrument approach procedure into the Memorial Hospital of Sandusky County Heliport. Therefore, simultaneous instrument approach clearances would not be issued into Fremont Airport, or Fremont Airport and the Memorial Hospital of Sandusky County Heliport; therefore whether a helicopter lands at the airport or the hospital heliport, no change in safety of flight would occur. In addition, the nature of the helicopter medical emergency flights into Memorial Hospital of Sandusky County Heliport requires the least amount of transit time possible. These procedures would eliminate the need for ground based vehicular transportation between the airport and the hospital. Minutes and seconds are crucial in life and death medical emergencies; therefore, direct access to the hospital heliport in instrument flight conditions is greatly desired.

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 Fremont, OH, to accommodate aircraft executing the proposed GPS SIAP 090° helicopter point in space approach at Memorial Hospital of Sandusky County Heliport by modifying existing controlled airspace for the heliport. 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 7400.9F, 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 Fremont, OH [Revised]**

Fremont Airport, OH  
(Lat. 41°20'03" N., long. 83°09'36" W)  
Memorial Hospital of Sandusky County, OH  
Point In Space Coordinates  
(Lat. 41°20'18" N., long. 83°08'57" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Fremont Airport, and within a 6.0-mile radius of the Point in Space serving Memorial Hospital of Sandusky County.

\* \* \* \* \*

Issued in Des Plaines, Illinois on January 14, 1999.

**John A. Clayborn,**

*Acting Manager, Air Traffic Division.*

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Airspace Docket No. 98-ANM-20]

#### **Establishment of Class E Airspace; Buena Vista, CO**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes a Class E airspace area at Buena Vista Municipal Airport, Buena Vista, CO. The effect of this action is to provide controlled airspace to accommodate the development of a new Standard Instrument Approach Procedure (SIAP) utilizing the Global Positioning System (GPS). This new SIAP requires airspace in order to contain Instrument Flight Rules (IFR) procedures.

**EFFECTIVE DATE:** 0901 UTC, March 25, 1999.

**FOR FURTHER INFORMATION CONTACT:** Dennis Ripley, ANM-520.6, Federal Aviation Administration, Docket No. 98-ANM-20, 1601 Lind Avenue SW., Renton, Washington, 98055-4056; telephone number: (425) 227-2527.

**SUPPLEMENTARY INFORMATION:**

#### **History**

On October 20, 1998, the FAA proposed to amend Title 14, Code of

Federal Regulations, part 71 (14 CFR part 71) by establishing the Buena Vista Class E area (63 FR 55971). This establishment of the Class E area provides the additional airspace necessary to allow the development of a GPS SIAP into the Buena Vista Municipal Airport. In the notice of proposed rulemaking action, the proposal was inadvertently listed as amended airspace action vice establishment of new airspace. The legal description remains exactly the same. These errors are corrected herein. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. 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 7400.9F, 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 establishes Class E airspace at Buena Vista, CO, by providing a Class E airspace area around the Buena Vista Municipal Airport. The intended effect of this rule is designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under IFR at Buena Vista Municipal Airport and between the terminal and en route transition stages.

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. It, therefore, (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 effect 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 14 CFR 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 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.*

\* \* \* \* \*

#### **ANM CO E5 Buena Vista, CO [New]**

Buena Vista, Buena Vista Municipal Airport, CO

(Lat 38°48'51" N, long. 106°07'14" W)

That airspace extending upward from 700 feet above the surface within a 4.7-mile radius of the Buena Vista Municipal Airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 39°01'35" N, long. 105°53'15" W; to lat. 38°59'40" N, long. 105°45'45" W; to lat. 38°52'40" N, long. 105°38'40" W; to lat. 38°33'50" N, long. 105°36'50" W; to lat. 38°26'30" N, long. 105°42'30" W; to lat. 38°25'20" N, long. 106°18'45" W; to lat. 38°33'20" N, long. 106°22'20" W; to lat. 38°36'10" N, long. 106°12'50" W; to lat. 38°51'25" N, long. 106°13'25" W; thence to point of beginning; excluding that airspace within Federal Airways, and the Leadville, CO, Class E airspace area.

\* \* \* \* \*

Issued in Seattle, Washington, on January 14, 1999.

**Helen Fabian Parke,**

*Manager, Air Traffic Division, Northwest Mountain Region.*

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