

1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involved an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed 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 proposed 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).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) as follows:

PART 71—[Amended]

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6002—Class E Airspace Areas Designated As a Surface Area For An Airport.

* * * * *

AAL AK E2 Cordova, AK [Revised]

Cordova, Merle K. (MUDHOLE) Smith Airport, AK
(Lat. 60°29'31" N, long. 145°28'39" W)
Glacier River NDB

(Lat. 60°29'56" N, long. 145°28'28" W)

Within a 4.1-mile radius of the Merle K. (MUDHOLE) Smith Airport and within 2.1 miles each side of the 222° bearing from the

Glacier River NDB extending from the 4.1-mile radius to 10 miles southwest of the airport within 2.2 miles each side of the 142° bearing from the NDB extending from the 4.1-mile radius to 10.4 miles southeast of the airport; excluding that airspace north of a line from lat. 60°32'48"N, long. 145°34'06"W; to lat. 60°31'00"N, long. 145°20'00"W.

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Issued in Anchorage, AK, on December 20, 1994.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 95–365 Filed 1–5–95; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 94–AWA–5]

Proposed Modification of the Birmingham Municipal, AL, Huntsville International-Carl T. Jones Field, AL, Columbia Metropolitan, SC, and Chattanooga Lovell Field, TN, Class C Airspace Areas and Proposed Establishment of the Huntsville International-Carl T. Jones Field, AL, and Chattanooga Lovell Field, TN, Class E Airspace Areas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would modify the Class C airspace areas at Birmingham Municipal, AL, Huntsville International-Carl T. Jones Field, AL, Columbia Metropolitan, SC, and Chattanooga Lovell Field, TN, Airports. This proposed action would correct the name of the Birmingham Municipal Airport to Birmingham International Airport, and modify the Columbia Metropolitan, SC, airspace designation to reflect continuous operation and availability of services, therein. The effective hours of the Huntsville International-Carl T. Jones Field, AL, and Chattanooga Lovell Field, TN, Class C airspace areas would be amended to coincide with the associated radar approach control facility's hours of operation. Class C airspace areas are predicated on an operational air traffic control tower (ATCT) serviced by a radar approach control facility. This proposal would not change the designated boundaries or altitudes of these Class C airspace areas. In addition, this notice proposes to establish Class E airspace at Chattanooga Lovell Field, TN, and Huntsville International-Carl T. Jones Field, AL, Airports when the associated radar approach control facility is not in operation.

DATES: Comments must be received on or before January 23, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket [AGC–200], Airspace Docket No. 94–AWA–5, 800 Independence Avenue, SW., Washington, DC 20591.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

FOR FURTHER INFORMATION CONTACT:

Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP–240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–9255.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped, postcard on which the following statement is made:

“Comments to Airspace Docket No. 94–AWA–5.” The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each

substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-220, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3485. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A that describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Class C airspace areas at Birmingham Municipal, AL, Huntsville International-Carl T. Jones Field, AL, Columbia Metropolitan, SC, and Chattanooga Lovell Field, TN, Airports. This proposed action would correct the name of the Birmingham Municipal Airport to Birmingham International Airport, and modify the Columbia Metropolitan, SC, airspace designation to reflect continuous operation and availability of services, therein. The effective hours of the Huntsville International-Carl T. Jones Field, AL, and Chattanooga Lovell Field, TN, Class C airspace areas would be amended to coincide with the associated radar approach control facility's hours of operation. Class C airspace areas are predicated on an operational ATCT serviced by a radar approach control facility. This proposal would not change the designated boundaries or altitudes of these Class C airspace areas. In addition, this notice proposes to establish Class E airspace at Chattanooga Lovell Field, TN, and Huntsville International-Carl T. Jones Field, AL, Airports when the associated radar approach control facility is not in operation. Class C and Class E airspace designations are published in paragraphs 4000 and 6002 respectively, of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class C and Class E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations that need frequent and

routine amendments 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 affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant 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).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 4000—Subpart C-Class C Airspace
* * * * *

ASO AL C Birmingham International Airport, AL [Revised]

Birmingham International Airport, AL (Lat. 33°33'50" N., long. 86°45'16" W.)

That airspace extending upward from the surface to and including 4,600 feet MSL within a 5-mile radius of the Birmingham International Airport, and that airspace extending upward from 2,400 feet MSL to 4,600 feet MSL within a 10-mile radius of Birmingham International Airport from the 343° bearing from the airport clockwise to the 231° bearing from the airport, and that airspace extending upward from 1,900 feet MSL to 4,600 feet MSL within a 10-mile radius of the airport from the 231° bearing from the airport clockwise to the 343° bearing from the airport.

* * * * *

ASO AL C Huntsville International-Carl T. Jones Field, AL [Revised]

Huntsville International-Carl T. Jones Field, AL (Lat. 34°38'25" N., long. 86°46'23" W.)
Redstone Army Air Field (Lat. 34°40'43" N., long. 86°41'05" W.)

That airspace within a 5-mile radius of the Huntsville International-Carl T. Jones Field extending upward from the surface to and including 4,600 feet MSL, excluding that airspace within a 1-mile radius of the Redstone Army Air Field; and that airspace within a 10-mile radius of the airport from the 015° bearing from the airport clockwise to the 145° bearing from the airport extending upward from 2,400 feet MSL to and including 4,600 feet MSL; and that airspace within a 10-mile radius of the airport from the 145° bearing from the airport clockwise to the 015° bearing from the airport extending upward from 2,000 feet MSL to and including 4,600 feet MSL. All airspace contained within Restricted Areas R-2104A, R-2104B, and R-2104C is excluded from this Class C airspace area when they are active. This Class C airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will continuously be published in the Airport/Facility Directory.

* * * * *

ASO SC C Columbia Metropolitan Airport, SC [Revised]

Columbia Metropolitan Airport, SC (Lat. 33°56'26" N., long. 81°07'09" W.)
Columbia Owens Downtown Airport (Lat. 33°58'15" N., long. 80°59'44" W.)

That airspace extending upward from the surface to and including 4,200 feet MSL within a 5-mile radius of the Columbia Metropolitan Airport excluding that airspace within a 2-mile radius of the Columbia Owens Downtown Airport; and that airspace extending upward from 2,000 feet MSL to 4,200 feet MSL within a 10-mile radius of the Columbia Metropolitan Airport from the 004° bearing from the airport clockwise to the 094° bearing from the airport, and that airspace extending upward from 1,800 feet MSL to 4,200 feet MSL within a 10-mile radius of the airport from the 094° bearing from the airport clockwise to the 004° bearing from the airport.

* * * * *

ASO TN C Chattanooga, Lovell Field, TN [Revised]

Chattanooga, Lovell Field, TN (Lat. 35°02'07" N., long. 85°12'14" W.)

That airspace within a 5-mile radius of Lovell Field, extending upward from the surface to and including 4,700 feet MSL; and that airspace within a 10-mile radius of the airport from the 350° bearing from the airport clockwise to the 058° bearing from the airport extending upward from 2,200 feet MSL to and including 4,700 feet MSL; and that airspace within a 10-mile radius of the airport from the 058° bearing from the airport clockwise to the 234° bearing from the airport extending upward from 2,600 feet MSL to and including 4,700 feet MSL; and that airspace within a 10-mile radius of the

airport from the 234° bearing from the airport clockwise to the 350° bearing from the airport extending upward from 3,300 feet MSL to and including 4,700 feet MSL. This Class C 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.

* * * * *

Paragraph 6002—Class E Airspace Areas Designated as a Surface Area for an Airport

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ASO AL E2 Huntsville, AL [New]

Huntsville International-Carl T. Jones Field, AL

(Lat. 34°38'25" N., long. 86°46'23" W.)

Redstone Army Air Field

(Lat. 34°40'43" N., long. 86°41'05" W.)

Within a 5-mile radius of the Huntsville International-Carl T. Jones Field Airport, excluding that airspace within a 1-mile radius of the Redstone Army Air Field. 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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ASO TN E2 Chattanooga, Lovell Field, TN [New]

Chattanooga, Lovell Field, TN

(Lat. 35°02'07" N., long. 85°12'14" W.)

Within a 5-mile radius of Lovell Field. 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 Washington, DC, on December 28, 1994.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95-357 Filed 1-5-95, 8:45am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 93-AEA-02]

Proposed Modification of Class E Airspace; Dunkirk, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to revise Class E Airspace in the vicinity of Dunkirk, NY, to provide additional controlled airspace for aircraft operations conducted under instrument flight rules (IFR) to and from the Angola Airport, NY. Airspace reclassification, in effect as of September 16, 1993, has discontinued the use of the term "transition area," and certain controlled

airspace areas designated from 700 feet above the surface of the earth are now Class E airspace.

DATES: Comments must be received on or before February 1, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Michael Sammartino, Manager, System Management Branch, AEA-530, Docket No. 93-AEA-02, F.A.A. Eastern Region, Fitzgerald Federal Building No. 111, John F. Kennedy Int'l Airport, Jamaica, NY 11430.

The official docket may be examined in the Office of the Assistant Chief Counsel, AEA-7, at the same address.

An informal docket may also be examined during normal business hours in the Office of the Manager, System Management Branch, Air Traffic Division, at the address shown above.

FOR FURTHER INFORMATION CONTACT: Frank Jordan, Designated Airspace Specialist, System Management Branch, AEA-530, F.A.A. Eastern Region, Fitzgerald Federal Building No. 111, John F. Kennedy International Airport, Jamaica, NY 11430; telephone: (718) 553-0857.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 93-ARA-02". The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each

substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Office of the Assistant Chief Counsel, AEA-7, F.A.A. Eastern Region, Fitzgerald Federal Building No. 111, John F. Kennedy International Airport, Jamaica, NY 11430. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish additional Class E Airspace for IFR aircraft operations in the vicinity of Dunkirk, NY. Airspace reclassification, in effect as of September 16, 1993, has discontinued the use of the term "Transition Area," and certain controlled airspace areas extending upward from 700 feet above the surface of the earth are now Class E airspace. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed 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 affect air traffic procedures and air navigation, it is certified that, when promulgated, this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.