

AEA PA E5 Hazelton, PA [Added]

Hazelton Municipal Airport, PA
(Lat. 40°59'13"N., long. 75°59'41"W.)
HAWNS OM
(Lat. 40°58'49"N., long. 75°53'14"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Hazelton Municipal Airport and that airspace extending 5.3 miles north and 3.5 miles south along the Hazelton Municipal Airport localizer east course extending from the 6.4-mile radius area to 9.9 miles east of the HAWNS OM.

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Issued in Jamaica, New York, on January 13, 1995.

John S. Walker,

Manager, Air Traffic Division.

[FR Doc. 95-1138 Filed 1-17-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-AEA-10]

Modification of Class D Airspace and Establishment of Class E Airspace; Various Locations, State of Virginia

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects errors regarding current airport names and a legal description which was inadvertently omitted in the rule that was published in the **Federal Register** on September 8, 1994 (59 FR 46328), Airspace Docket No. 94-AEA-10.

EFFECTIVE DATE: January 18, 1995.

FOR FURTHER INFORMATION CONTACT:

Frank Jordan, Designated Airspace Specialist, System Management Branch, AEA-530, F.A.A. Eastern Region, Fitzgerald Federal Building # 111, John F. Kennedy International Airport, Jamaica, New York 11430; telephone: (718) 553-0857.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 94-22090, Airspace Docket No. 94-AEA-10, published on September 8, 1994 (59 FR 46327), modified the descriptions of Class D and Class E airspace at several locations in the State of Virginia. Errors were discovered in the names of the airports used in the Class E airspace legal descriptions for Manassas, VA, and Lynchburg, VA. Additionally, the legal descriptions for Class E airspace at Newport News, VA, was inadvertently omitted from the rule. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the Class E2 airspace descriptions for Lynchburg, VA, Manassas, VA, and Newport News, VA, as published in the **Federal Register** on September 8, 1994 (59 FR 46328), (Federal Register Document 94-22090; pages 46328 and 46329), are corrected as follows:

§ 71.1 [Corrected]

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Page 46328, Column 3, replace all occurrences of "Lynchburg Municipal-Preston Glenn Field Airport" with "Lynchburg Regional/Preston Glenn Field Airport"

Page 46328, Column 3, replace all occurrences of "Manassas Municipal/Harry P. Davis Airport" with "Manassas Regional/Harry P. Davis Airport"

Page 46329, Column 1, insert the following after line number 8:

AEA VA E2 Newport News, VA [New]

Newport News/Williamsburg International Airport, Newport News, VA
(Lat. 37°07'55"N., long. 76°29'35"W.)

Within a 4.3-mile radius of Newport News/Williamsburg International Airport, excluding the portion that coincides with the Hampton Roads, VA, Class D airspace area. 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 Jamaica, New York, on January 3, 1995.

John S. Walker,

Manager, Air Traffic Division.

[FR Doc. 95-1136 Filed 1-17-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-AEA-03]

Modification of Class D and Class E Airspace; Morgantown, WV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises controlled airspace in the vicinity of Morgantown, WV, due to the decommissioning of the Bobtown, WV, non-directional radiobeacon (NDB), a proposed cancellation of an NDB or Global Positioning System (GPS) standard instrument approach procedure (SIAP), and a review of air traffic control procedures in the area. A minor change is also being made in the legal description of Class E airspace described in the original notice due to an incorrect radial being used.

EFFECTIVE DATE: 0901 U.T.C. March 30, 1995.

FOR FURTHER INFORMATION CONTACT: Frank Jordan, Designated Airspace Specialist, System Management Branch, AEA-530, F.A.A. Eastern Region, Fitzgerald Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430; telephone: (718) 553-0857.

SUPPLEMENTARY INFORMATION:

History

On August 16, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR Part 71) to revise Class D and Class E airspace in the vicinity of Morgantown, WV (59 FR 46205). The proposal would revise that amount of controlled airspace to reflect revised air traffic control procedures in the area.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments on the proposal were received.

Airspace Reclassification, in effect as of September 16, 1993, has discontinued the use of the terms "Control Zone and Transition Area," and Control Zones and Transition Areas are now Class D and Class E airspace respectively. Except for editorial changes, this amendment is the same as that proposed in the notice. The coordinates for this airspace docket are based on North American Datum 83. Class D and Class E airspace designations for Morgantown, WV are published in Paragraphs 5000, 6002, and 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 D and Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations revises Class D and Class E airspace in the vicinity of Morgantown, WV to reflect airspace actually needed by the FAA to contain existing air traffic control procedures.

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 "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies