

establish Class E airspace area at Lamar, Colorado (59 FR 62360). 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 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. This action is necessary to accommodate a new instrument approach procedure at Lamar Municipal Airport. The area will be depicted on aeronautical charts for pilot reference. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of Federal Aviation Regulations amends Class E airspace at Lamar, Colorado. 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 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 FAA amends 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth

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ANM CO E5 Lamar, CO [Revised]

Lamar Municipal Airport, CO
(Lat. 38°04'12" N, long. 102°41'19" W)
Lamar VORTAC
(Lat. 38°11'50" N, long. 102°41'15" W)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of the Lamar Municipal Airport, and within 3.1 miles each side of the Lamar VORTAC 001° radial extending from the 6.8-mile radius to 8.7 miles north of the VORTAC; that airspace extending upward from 1,200 feet above the surface beginning on the Colorado/Kansas state boundary at lat. 38°34'00" N; thence along the Colorado/Kansas state boundary to lat. 37°11'00" N; to lat. 37°11'00" N, long. 103°24'00" W; to lat. 38°34'00" N, long. 103°24'00" W; thence to point of beginning.

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Issued in Seattle, Washington, on January 24, 1995.

Bill H. Ellis,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

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14 CFR Part 71

[Airspace Docket No. 94–AWP–24]

Amendment to Class E Airspace; Camarillo, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Camarillo, CA, to accommodate aircraft executing the VHF Omnidirectional Range (VOR) or Global Positioning System (GPS) standard instrument approach procedure (SIAP). This action will provide adequate Class E airspace for instrument flight rules (IFR) operations at Camarillo Airport.

EFFECTIVE DATE: 0901 UTC, March 30, 1995.

FOR FURTHER INFORMATION CONTACT:

Scott Speer, Airspace Specialist, System Management Branch, AWP–530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 297–0010.

SUPPLEMENTARY INFORMATION:

History

On November 30, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E airspace at Camarillo, CA (59 FR 63937). This action will provide additional controlled airspace to accommodate a VOR and GPS instrument approach procedure to Runway 26 at the Camarillo Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received. Class E airspace areas designated as an extension to a Class D surface area are published in paragraph 6004 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 E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Camarillo, CA, by providing additional controlled airspace for aircraft executing the VOR or GPS instrument approach procedure to Runway 26 at the Camarillo Airport.

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 10034; 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

Aviation safety, 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—[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 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 6004 Class E airspace areas designated as an extension to a Class D surface area.

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AWP CA E4 Camarillo, CA [Revised]

Camarillo Airport, CA
(Lat. 34°12'50" N, long. 119°05'39" W)
Camarillo VOR/DME
(Lat. 34°12'45" N, long. 119°05'39" W)

That airspace extending upward from the surface within 3.7 miles each side of the Camarillo 082° radial extending from the 4.3-mile radius of the Camarillo Airport to 9.8 miles east of the Camarillo VOR. 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 thereafter be continuously published in the Airport/Facility Directory.

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Issued in Los Angeles, California, on January 20, 1995.

Richard R. Lien,
Manager, Air Traffic Division, Western-Pacific Region.
[FR Doc. 95–2811 Filed 2–3–95; 8:45 am]
BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 94–AWP–21]

Establishment of Class E Airspace; Colorado City, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Colorado City, AZ. Controlled airspace is established to accommodate aircraft executing the Nondirectional Radio Beacon (NDB) Standard Instrument Approach Procedure (SIAP) at Colorado City Municipal Airport. This action will establish adequate Class E airspace for instrument flight rules (IFR) operations at Colorado City Municipal Airport. **EFFECTIVE DATE:** 0901 UTC, May 25, 1995.

FOR FURTHER INFORMATION CONTACT:

Scott Speer, Airspace Specialist, System Management Branch, AWP–530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 297–0010.

SUPPLEMENTARY INFORMATION:

History

On November 30, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing Class E airspace at Colorado City, AZ (59 FR 65284). The proposed action would provide controlled airspace to accommodate an NDB SIAP at the Colorado Airport.

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 areas extending from 700 feet or above the surface of the earth are published in paragraphs 6005 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 E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E airspace at Colorado City, AZ. This action will provide adequate Class E airspace for IFR operators executing the NDB approach at the Colorado City Municipal Airport. The coordinates for this airspace docket are based on North American Datum 83.

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

Aviation safety, 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—[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 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 6005 Class E airspace area extending from 700 feet or more above the surface of the earth.

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AWP CA E5 Colorado City, AZ [New]

Colorado City Municipal Airport, AZ
(Lat. 36°57'08" N, long. 113°00'59" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Colorado City Municipal Airport, and within 4 miles either side of the 173° bearing from the Colorado City Municipal Airport extending from the 6.5-mile radius to 12 mile south of the Colorado City Municipal Airport; that airspace extending upward from 1200 feet above the surface bounded by a line beginning at lat. 36°58'00" N, long. 112°52'00" W, thence south to lat. 36°40'00" N, long. 112°52'00" W, thence west to lat. 36°40'00" N, long. 113°11'00" W, thence north to lat. 36°57'00" N, long. 113°12'00" W, thence north to lat. 37°13'00" N, long. 113°12'00" W, thence northeast to lat. 37°15'00" N, long. 113°06'00" W, thence southwest to the point of beginning.

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Issued in Los Angeles, California, on January 25, 1995.

Dennis T. Koehler,
Acting Manager, Air Traffic Division, Western-Pacific Region.
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