

the importer member from District 1 and the producer member from District 2 shall be appointed for a term of 2 years; and one producer member from District 1 and one importer member from District 2 shall be appointed for a term of 3 years.

(d) Board members and alternates shall serve during the term of office for which they are selected and have qualified, and until their successors are selected and have qualified.

(e) No member or alternate shall serve more than two successive terms. However, members and alternates serving a term of 1 year, after having served a 30-month concurrent term, may serve a third successive term.

**§ 1212.37 [Amended]**

9. In § 1212.37 paragraph (a) is amended by removing the word "Six" and adding in its place "Four".

**§ 1212.40 [Amended]**

10. Section 1212.40 is amended by removing paragraph (o) and redesignating paragraphs (p), (q), and (r) as paragraphs (o), (p), and (q) respectively.

11. Section 1212.64 is amended by adding a new paragraph (j) to read as follows:

**§ 1212.64 Assessments.**

\* \* \* \* \*

(j) The import assessment shall be uniformly applied to imported limes that are identified by the number 0805.90.0010 in the Harmonized Tariff Schedule of the United States or any other number used to identify limes as defined in § 1212.5.

**§ 1212.65 [Amended]**

12. In § 1212.65 paragraph (c)(2)(viii) is amended by removing the number "35,000" and adding in its place "200,000".

13. Section 1212.67 is amended by revising the introductory text of paragraph (a) to read as follows:

**§ 1212.67 Refunds.**

(a) Subject to the provisions of this section any producer, producer-handler, or importer shall have the right to personally demand and receive from the Board a refund of assessments paid by or on behalf of such producer, producer-handler, or importer for any calendar month during the period beginning on the date on which the collection of assessments begins under this Order and ending on the effective date of the referendum mandated by section 1960(a) of the Act; *Provided, That:*

\* \* \* \* \*

**§ 1212.68 [Amended]**

14. In § 1212.68 paragraph (a) is amended by removing the number "35,000" wherever it appears and adding in its place "200,000"; and by adding a new paragraph (d) to read as follows:

**§ 1212.68 Exemption from assessment.**

\* \* \* \* \*

(d) Importers who are exempt from assessment shall be entitled to reimbursement of assessments collected by the U.S. Customs Service and shall apply to the Board for reimbursement of such assessments paid on a marketing year basis. The Board shall reimburse such assessments within 30 days of receiving an importer's application.

**§ 1212.69 [Amended]**

15. Section 1212.69 is amended by removing the number "35,000" and adding in its place "200,000".

**§ 1212.84 [Amended]**

16. In § 1212.84 paragraph (a) is amended by removing the word "five" and adding in its place "four".

Dated: February 2, 1995.

**Patricia Jensen,**

*Acting Assistant Secretary, Marketing and Regulatory Programs.*

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effective hours are 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. The designated boundaries and altitudes of these Class C airspace areas will remain as they currently exist. In addition, this action establishes Class E airspace at Madison Dane County Regional Airport-Truax Field, WI, and Jackson International Airport, MS, when the associated radar approach control facility is not in operation. Also, Class E airspace is established as an extension to the Madison Dane County Regional Airport-Truax Field, WI, Class C airspace area to provide controlled airspace to instrument operations.

**EFFECTIVE DATE:** 0901 UTC, March 30, 1995.

**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:**

**History**

On January 13, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Flint Bishop International Airport, MI, Madison Dane County Regional Airport-Truax Field, WI, Peoria, Greater Peoria Regional Airport, IL, Toledo Express Airport, OH, Columbus AFB, MS, and the Jackson International Airport, MS, Class C airspace areas and establish the Madison Dane County Regional Airport-Truax Field, WI, and the Jackson International Airport, MS, Class E airspace areas (60 FR 3109). 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. It was also determined that Class E extensions are needed for instrument approach procedures at Madison Dane County Regional Airport-Truax Field, WI. Therefore, this action establishes Class E3 airspace to coincide with the effective hours of the Madison Dane County Regional Airport-Truax Field, WI, Class C airspace area. Except for editorial changes, and establishment of the E3 designation for Madison Dane County Regional Airport-Truax Field,

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 94-AWA-6]

**Modification of the Flint Bishop International Airport, MI, Madison Dane County Regional Airport-Truax Field, WI, Peoria, Greater Peoria Regional Airport, IL, Toledo Express Airport, OH, Columbus AFB, MS, and the Jackson International Airport, MS, Class C Airspace Areas and Establishment of the Madison Dane County Regional Airport-Truax Field, WI, and Jackson International Airport, MS, Class E Airspace Areas**

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

**ACTION:** Final rule.

**SUMMARY:** This rule modifies the Flint Bishop International Airport, MI, Madison Dane County Regional Airport-Truax Field, WI, Peoria, Greater Peoria Regional Airport, IL, Jackson International Airport, MS, Toledo Express Airport, OH, and the Columbus AFB, MS, Class C airspace areas. The

this amendment is the same as that proposed in the notice. Class C, Class E2, and Class E3 airspace designations are published in paragraphs 4000, 6002 and 6003, 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 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 (14 CFR part 71) modifies the Flint Bishop International Airport, MI, Madison Dane County Regional Airport-Truax Field, WI, Peoria, Greater Peoria Regional Airport, IL, Toledo Express Airport, OH, Columbus AFB, MS, and the Jackson International Airport, MS, Class C airspace areas by amending the effective hours to coincide with the associated radar approach control facility's hours of operation. The designated boundaries and altitudes of these Class C airspace areas will not change. In addition, this action establishes the Madison Dane County Regional-Truax Field Airport, WI, Class E2 and E3 airspace areas and the Jackson International Airport, MS, Class E2 airspace area.

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 Federal Aviation Administration 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 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*

\* \* \* \* \*

**AGL MI C Flint Bishop International Airport, MI [Revised]**

Bishop International Airport, MI  
(Lat. 42°57'56" N., long. 83°44'37" W.)

That airspace extending upward from the surface to and including 4,800 feet MSL within a 5-mile radius of the Bishop International Airport; and that airspace extending upward from 2,100 feet MSL to and including 4,800 feet MSL within a 10-mile radius of the airport. 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.

\* \* \* \* \*

**AGL WI C Madison Dane County Regional Airport-Truax Field, WI [Revised]**

Dane County Regional Airport-Truax Field, WI  
(Lat. 43°08'22" N., long. 89°20'14" W.)  
Waunakee Airport  
(Lat. 43°11'00" N., long. 89°27'00" W.)

That airspace extending upward from the surface to and including 4,900 feet MSL within a 5-mile radius of the Dane County Regional Airport-Truax Field excluding that airspace within a 1½-mile radius of the Waunakee Airport; and that airspace extending upward from 2,300 feet MSL to and including 4,900 feet MSL within a 10-mile radius of the Dane County Regional Airport-Truax Field. 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.

\* \* \* \* \*

**AGL IL C Peoria, Greater Peoria Regional Airport, IL [Revised]**

Greater Peoria Regional Airport, IL  
(Lat. 40°39'53" N., long. 89°41'30" W.)

That airspace extending upward from the surface to and including 4,700 feet MSL within a 5-mile radius of the Greater Peoria Regional Airport and that airspace within a 10-mile radius of the airport extending upward from 2,000 feet MSL to and including 4,700 feet MSL, from the 284° bearing from the airport clockwise to the 154° bearing from the airport, and that airspace within a 10-mile radius of the airport extending upward from 1,800 feet MSL to

and including 4,700 feet MSL from the 154° bearing from the airport clockwise to the 284° bearing from the airport.

\* \* \* \* \*

**AGL IL C Toledo Express Airport, OH [Revised]**

Toledo Express Airport, OH  
(Lat. 41°35'12" N., long. 83°48'28" W.)

That airspace extending upward from the surface to and including 4,700 feet MSL within a 5-mile radius of the Toledo Express Airport; and that airspace extending upward from 2,000 feet MSL to and including 4,700 feet MSL within a 10-mile radius of the airport.

\* \* \* \* \*

**ASO MS C Columbus AFB, MS [Revised]**

Columbus AFB, MS  
(Lat. 33°38'37" N., long. 88°26'38" W.)

That airspace within a 5-mile radius of Columbus AFB extending upward from the surface to and including 4,200 feet MSL; and that airspace within a 10-mile radius of Columbus AFB extending upward from 1,500 feet MSL to and including 4,200 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.

\* \* \* \* \*

**ASO MS C Jackson International Airport, MS [Revised]**

Jackson International Airport, MS  
(Lat. 32°18'41" N., long. 90°04'33" W.)

That airspace within a 5-mile radius of the Jackson International Airport extending upward from the surface to and including 4,400 feet MSL; and that airspace within a 10-mile radius of the airport extending upward from 1,700 feet MSL to and including 4,400 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—Subpart E—Class E Airspace Areas Designated as a Surface Area for an Airport*

\* \* \* \* \*

**AGL WI E2 Madison Dane County Regional Airport-Truax Field, WI [New]**

Dane County Regional Airport-Truax Field, WI  
(Lat. 43°08'22" N., long. 89°20'14" W.)  
Waunakee Airport  
(Lat. 43°11'00" N., long. 89°27'00" W.)

Within a 5-mile radius of the Dane County Regional Airport-Truax Field and within 2.4 miles each side of the 358° bearing from the Dane County Regional Airport-Truax Field extending from the 5-mile radius to 7 miles north of the Dane County Regional Airport-Truax Field and within 2.4 miles each side of the 320° bearing from the Dane County Regional Airport-Truax Field extending from the 5-mile radius to 7 miles northwest of the Dane County Regional Airport-Truax Field

excluding that airspace within a 1½-mile radius of the Waunakee Airport and within 2.4 miles each side of the 134° bearing from the Dane County Regional Airport-Truax Field extending from the 5-mile radius to 7 miles southeast of the Dane County Regional Airport-Truax 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.

\* \* \* \* \*

**ASO MS E2 Jackson International Airport, MS [New]**

Jackson International Airport, MS  
(Lat. 32°18'41" N., long. 90°04'33" W.)

Within a 5-mile radius of Jackson International Airport. 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.

\* \* \* \* \*

*Paragraph 6003—Subpart E—Class E Airspace Areas Extending Upward From the Surface Designated as an Extension to a Class C Surface Area*

\* \* \* \* \*

**AGL WI E3 Madison Dane County Regional Airport-Truax Field, WI [New]**

Dane County Regional Airport-Truax Field, WI  
(Lat. 43°08'22" N., long. 89°20'14" W.)  
Waunakee Airport  
(Lat. 43°11'00" N., long. 89°27'00" W.)

That airspace extending upward from the surface within 2.4 miles each side of the 358° bearing from the Dane County Regional Airport-Truax Field, extending from the 5-mile radius to 7 miles north of the Dane County Regional Airport-Truax Field and within 2.4 miles each side of the 320° bearing from the 5-mile radius to 7 miles northwest of the Dane County Regional Airport-Truax Field excluding that airspace within a 1½-mile radius of the Waunakee Airport and within 2.4 miles each side of the 134° bearing from the Dane County Regional Airport-Truax Field, extending from the 5-mile radius to 7 miles southeast of the Dane County Regional Airport-Truax 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.

\* \* \* \* \*

Issued in Washington, DC, on February 2, 1995.

**Nancy B. Kalinowski,**

*Acting Manager, Airspace—Rules and Aeronautical Information Division.*  
[FR Doc. 95-3121 Filed 2-7-95; 8:45 am]

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**14 CFR Part 71**

[Airspace Docket No. 94-AWA-5]

**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 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:** Final rule.

**SUMMARY:** This amendment modifies 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 action corrects the name of the Birmingham Municipal Airport to Birmingham International Airport and modifies 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 are amended to coincide with the associated radar approach control facility's hours of operation. The designated boundaries and altitudes of these Class C airspace areas will not change. In addition, this docket establishes 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.

**EFFECTIVE DATE:** 0901 UTC, March 30, 1995.

**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:**

**History**

On January 6, 1995, the FAA proposed to amend 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 and establish Class E airspace

areas at Chattanooga Lovell Field, TN, and Huntsville International-Carl T. Jones Field, AL, Airports (60 FR 2046).

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. Except for editorial changes, this amendment is the same as that proposed in the notice. Class C and 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 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 (14 CFR part 71) modifies 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 action corrects the name of the Birmingham Municipal Airport to Birmingham International Airport and modifies 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 are amended to coincide with the associated radar approach control facility's hours of operation. The designated boundaries and altitudes of these Class C airspace areas will not change. In addition, this docket establishes 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.

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