

airspace for instrument flight rules (IFR) operations at Page Municipal 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 area at Page, AZ (59 FR 63938). This action will provide additional controlled airspace to accommodate a VOR-A instrument approach procedure to Runway 15 at the Page Municipal Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace areas extending 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. 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 Page, Arizona, by providing additional controlled airspace for aircraft executing the VOR-A instrument approach procedure to Runway 15 at the Page Municipal 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 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 areas extending from 700 feet or more above the surface of the earth.

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AWP CA E5 Page, AZ [Revised]

Page Municipal Airport, AZ
 (lat. 36°55'34"N, long. 111°26'54"W)

Page VOR/DME
 (lat. 36°55'41" N, long. 111°27'02"W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Page Municipal Airport, and within 3-miles either side of the Page VOR 340° radial, extending from the 6.5-mile radius to 10 miles northwest of the Page VOR. That airspace extending upward from 1200 feet above the surface within 6.5 mile Northeast and 10 miles Southwest of the Page VOR 340° radial and 160° radial, extending from the 18-miles northwest to 8-miles southeast of the Page VOR.

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Issued in Los Angeles, California, on January 27, 1995.

Dennis Koehler,

*Acting Manager, Air Traffic Division,
 Western-Pacific Region.*

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BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-AWP-25]

Amendment of Class E airspace; Red Bluff and Redding, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace at Red Bluff, CA and Redding, CA. This action will provide controlled airspace for the VHF Omnidirectional Range/Distant Measuring Equipment (VOR/DME), VHF Omnidirectional Range (VOR), and Nondirectional Radio Beacon (NDB) Standard Instrument Approach Procedures (SIAPs) at the Red Bluff 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 December 6, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E airspace area at Red Bluff, CA and Redding, CA (59 FR 65285). This action will provide additional controlled airspace for Instrument Flight Rules (IFR) procedures at the Red Bluff Municipal Airport.

Interested parties were invited to participate in this proposed rulemaking by submitting written comments on the proposal to the FAA. No comments were received. Class E airspace areas designated as a surface area for an airport and extending from 700 feet or more above the surface are published in Paragraph 6002 and Paragraph 6005, 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 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 Regulation amends the Class E airspace areas at Red Bluff, CA and Redding, CA. This action will provide additional controlled airspace for Instrument Flight Rules (IFR) procedures at the Red Bluff Municipal 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 6002 Class E airspace areas designated as a surface area for an airport.

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AWP CA E2 Red Bluff, CA [Revised]

Red Bluff Municipal Airport, CA
(lat. 40°09'04"N, long. 122°15'08"W)
Red Bluff VORTAC
(lat. 40°05'56"N, long. 122°14'11"W)
Proberta NDB
(lat. 40°06'51"N, long. 122°14'15"W)

Within a 6.5-mile radius of the Red Bluff Municipal Airport and within 2.6 miles either side of the 161° bearing from the Red Bluff Municipal Airport extending from the 6.5-mile radius to 10 miles south of the Red Bluff Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice of Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Paragraph 6005 Class E airspace areas extending from 700 feet or more above the surface of the earth.

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AWP CA E5 Red Bluff, CA [Revised]

Red Bluff Municipal Airport, CA
(lat. 40°09'04"N, long. 122°15'08"W)
Red Bluff VORTAC
(lat. 40°05'56"N, long. 122°14'11"W)
Proberta NDB
(lat. 40°06'51"N, long. 122°14'15"W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Red Bluff Municipal Airport and within 8 miles east and 4 miles west of the 161° bearing from the Red Bluff Municipal Airport extending from 2 miles south to 17 miles south of the Red Bluff Municipal Airport. That airspace extending upward from 1200 feet above the surface within a 17.4-mile radius of the Red Bluff VORTAC and within 7.8 miles each side of the Red Bluff VORTAC 291° radial, extending from the 17.4-mile radius to 45.2 miles west of the Red Bluff VORTAC and within 26.1-mile radius of the Red Bluff VORTAC, extending from the north edge of V-195 to the west edge of V-23 and within 7.8 miles west of and 8.7 miles east of the Red Bluff VORTAC 342° radial, extending from the 17.4-mile radius to 58.2 miles north of the Red Bluff VORTAC and within 8.7 miles west and 5.2 miles east of the Red Bluff VORTAC 015° radial, extending from the 17.4-mile radius to 48.7 miles north of the Red Bluff VORTAC and within an area bounded by a line beginning at lat. 40°41'27"N, long. 121°54'42"W; to lat. 40°34'40"N, long. 121°52'34"W; to lat. 40°21'46"N, long. 121°56'49"W; to lat. 40°22'35"N, long. 122°01'04"W, to the point of beginning and that airspace within a 20.9-mile radius of the Red Bluff VORTAC, extending from the Red Bluff VORTAC 015° radial clockwise via the 20.9-mile arc to lat. 40°00'00"N.

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AWP CA E5 Redding, CA [Revised]

Redding Municipal Airport, CA
(lat. 40°30'32"N, long. 122°17'36"W)
Redding VOR/DME
(lat. 40°30'16"N, long. 122°17'30"W)
Lassn NDB
(lat. 40°23'34"N, long. 122°17'41"W)

That airspace extending upward from 700 feet above the surface within a 4.3-mile radius of the Redding Municipal Airport and within 1.8 miles each side of the Redding Instrument Landing System (ILS) localizer North course, extending from the 4.3-mile radius to 10 miles north of the threshold of Runway 16 and within 8 miles west and 5.5 miles east of the 179°/359° bearing from/to the Lassn NDB extending from 9.5 miles north of the Lassn NDB to 16 miles south of the Lassn NDB and that airspace within a 5.5-mile arc of the Redding VOR/DME from the Redding VOR/DME 100° radial clockwise to the Redding VOR/DME 152° radial. That airspace extending upward from 1200 feet above the surface north of the Redding VOR/DME within an arc of a 20-mile radius of the Redding VOR/DME within an arc of the 20-mile radius of the Redding VOR/DME, extending from the east edge of V-23 clockwise to the west edge of V-25.

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Issued in Los Angeles, California, on January 30, 1995.

Richard R. Lien,

Manager, Air Traffic Division, Western-Pacific Region.

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14 CFR Part 71

[Airspace Docket No. 94-ASO-16]

Establishment and Alteration of VOR Federal Airways; Florida

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes a new Federal airway and modifies existing Federal airways in the Miami, FL, area. This action is necessary because of the commissioning of the Virginia Key, FL, Very High Frequency Omnidirectional Range and Distance Measuring Equipment (VOR/DME). In addition, the NPRM contained several inadvertent errors. In the description for V-3, the "INT Solberg 0441°" radial should be "INT Solberg 044°" radial; V-159, "INT Vero Beach 319°T (323°M)" radial should be "INT Vero Beach 318°T (322°M)" radial; and V-492, "INT Pahohee 115°" radial should be "INT Pahohee 115°" radial. The description for Federal Airway V-537, "From Vero Beach, FL, via INT Vero Beach 318°" should be "From Vero Beach, FL, via INT Vero Beach 318° and Orlando, FL, 140° radials; INT Orlando 140° and Melbourne, FL, 298° radials;"

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 October 26, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish a Federal airway and to modify several existing airways (59 FR 53766).

Interested parties were invited to participate in this rulemaking process by submitting written comments on the proposal to the FAA.

Three written comments were received objecting to realignment of