

ANM WA E5 Wenatchee, WA [Revised]

Wenatchee, Pangborn Memorial Airport, WA
(lat. 47°23'55"N, long. 120°12'24"W)
Wenatchee. VOR/DME
(lat. 47°23'58"N, long. 120°12'39"W)

That airspace extending upward from 700 feet above the surface within 4.3 miles each side of the 299° radial from the Wenatchee VOR/DME to 13.4 miles northwest of the VOR/DME and within 4.3 miles southwest and 8 miles northeast of the 124° radial from the Wenatchee VOR/DME to 21 miles southeast of the VOR/DME, excluding that portion within the Moses Lake, Grant County, and Quincy Airport, WA, Class E airspace areas; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at:

lat. 47°36'00"N, long. 120°43'00"W;
to lat. 47°36'00"N, long. 119°39'30"W;
to lat. 47°07'00"N, long. 119°39'30"W;
to lat. 47°07'00"N, long. 120°43'00"W;
to the point of beginning. Excluding that portion within the Moses Lake, Grant County Airport, WA, Class E airspace area.

* * * * *

Issued in Seattle, Washington, on February 1, 1995.

Richard E. Prang,

Acting Manager, Air Traffic Division,
Northwest Mountain Region.

[FR Doc. 95-4068 Filed 2-16-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-AGL-35]

**Establishment of Class E Airspace;
Green Bay, WI**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Austin Straubel International Airport, Green Bay, WI. Presently, the area is designated as Class C airspace when the associated control tower is in operation. However, controlled airspace to the surface is needed when the control tower located at this airport is closed. The intended effect of this action is to provide adequate Class E airspace for instrument flight rule (IFR) operations when this control tower is closed.

EFFECTIVE DATE: 0901 UTC, May 25, 1995.

FOR FURTHER INFORMATION CONTACT:

Jeffrey L. Griffith, Air Traffic Division, System Management Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294-7568.

SUPPLEMENTARY INFORMATION:**History**

On December 12, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Green Bay, WI, (59 FR 63939). 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.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations are published in Paragraph 6002 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 establishes Class E airspace at Austin Straubel International Airport, Green Bay, WI. Presently, the area is designated as a Class C airspace when the associated control tower is in operation. However, controlled airspace to the surface is needed when the control tower located at this airport is closed. The intended effect of this action is to provide adequate Class E airspace for instrument flight rule (IFR) operations when this control tower is closed.

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 effect 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 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.

* * * * *

AGL WI E2 Green Bay, WI [New]

Green Bay, Austin Straubel International Airport, WI

(lat. 44°29'09"N., long. 88°07'46"W.)

Within a 5-mile radius of the Austin Straubel 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 dates and times will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

Issued in Des Plaines, Illinois on February 7, 1995.

Roger Wall,

Manager, Air Traffic Division.

[FR Doc. 95-4069 Filed 2-16-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28074; Amdt. No. 1651]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.