

14 CFR Part 71

[Airspace Docket No. 95-ANM-8]

Amendment of Class D Airspace; Ogden, Utah

AGENCY: Federal Aviation Administration (FAA), DOT. ACTION: Final rule.

SUMMARY: This action amends the Ogden, Utah, Class D airspace, based on the results of an airspace review. This action amends the ceiling altitude and the geographic size of the Ogden, Utah, Class D airspace area. This action brings publications up-to-date giving continuous information to the aviation public.

EFFECTIVE DATE: 0901 UTC, August 15, 1995.

FOR FURTHER INFORMATION CONTACT: James Riley, ANM-537, Federal Aviation Administration Docket No. 95-ANM-8, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2537.

SUPPLEMENTARY INFORMATION:

History

On March 16, 1995, the FAA proposed to amend part 71 of Federal Aviation Regulations (14 CFR part 71) by revising the Ogden, Utah, Class D airspace area (60 FR 14240). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

During an airspace review an error was discovered in the ceiling altitude and geographic size of the Ogden, Utah Class D airspace area. This action corrects that error. The coordinates for this airspace docket are based on North American Datum 83. Class D airspace is published in Paragraph 5000 of FAA Order 7400.9B dated June 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class D 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 D airspace at Ogden, Utah. The FAA has determined that this proposed 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, 14 CFR part 71 is amended 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 June 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 5000 Class D Airspace * * * * *

ANM UT D Ogden-Hinckley Airport, UT [Amended]

Ogden-Hinckley Airport, UT (Lat. 41°11'46" N, long. 112°00'44" W) Ogden, Hill AFB, UT (Lat. 41°07'25" N, long. 111°58'23" W)

That airspace extending upward from the surface up to, but not including, 7,800 feet MSL within a 4.3-mile radius of the Ogden-Hinckley Airport, excluding the portion south of a line beginning east of the airport at the intersection of the 4.3-mile radius of the Ogden-Hinckley Airport and the 4.3-mile radius of the Hill AFB, extending west to the intersection of the 4.3 mile radius of the Ogden-Hinckley and the 4.3-mile radius of the Hill AFB. This Class D 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 published in the Airport/Facility Director.

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

Richard E. Prang,

Acting Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 95-11277 Filed 5-5-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ANM-4]

Amendment of Class E Airspace; Worland, Wyoming

AGENCY: Federal Aviation Administration (FAA), DOT. ACTION: Final rule.

SUMMARY: This action amends the Worland, Wyoming, Class E airspace from full-time back to part-time. It corrects an error discovered during an airspace review. This amendment brings publications up-to-date giving continuous information to the aviation public.

EFFECTIVE DATE: 0901 UTC, June 23, 1995.

FOR FURTHER INFORMATION CONTACT: James Riley, ANM-537, Federal Aviation Administration, Docket No. 95-ANM-4, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone number: (206) 227-2537.

SUPPLEMENTARY INFORMATION:

History

On February 21, 1995, the FAA proposed to amend part 71 of Federal Aviation Regulations (14 CFR part 71) by amending the Worland, Wyoming, Class E airspace designation (60 FR 9653). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

During an airspace review an error was discovered in the airspace description for Class E airspace at Worland, Wyoming. This action corrects that error. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace is 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 Federal Aviation Regulations amends Class E airspace at Worland, Wyoming. The FAA has determined that this proposed 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, 14 CFR part 71 is amended 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 Extending Upwards From 700 Feet or More Above the Surface of the Earth

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ANM WY E5 Worland, WY [Amended]

Worland Municipal Airport, WY
(Lat. 43°57'56" N, long. 107°57'01" W)
Worland VOR/DME
(Lat. 43°57'51" N, long. 107°57'03" W)

That airspace extending upward from 700 feet above the surface within 4 miles east and 8.3 miles west of the Worland VOR/DME 352° and 172° radials extending from 16.1 miles north to 5.3 miles south of the VOR/DME; that airspace extending upward from 1,200 feet above the surface within a 20.1-mile radius of the VOR/DME, and that airspace extending upward from 10,500 feet MSL bounded on the north by lat. 44°00'00" N, on the east by the 20.1-mile radius of the Worland VOR/DME, on the south by V-319, and on the west by V-85. 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 Seattle, Washington, on April 19, 1995.

Bill H. Ellis,
Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.
[FR Doc. 95–11275 Filed 5–8–95; 8:45 am]
BILLING CODE 4910–13–M

Coast Guard

33 CFR Part 100

[CGD 05–95–014]

RIN 2115

Special Local Regulations for Marine Events; 17th Annual Wilmington Family YMCA—Physicians Health Plan Triathlon, Wrightsville Channel, Wrightsville Beach, NC

AGENCY: Coast Guard, DOT.
ACTION: Notice of implementation.

SUMMARY: This notice implements the special local regulations for the 16th Annual Wilmington Family YMCA—Physicians Health Plan Triathlon. The swim portion of the event will be held in Wrightsville Channel between daybeacon 18 (LLNR 28050) and daybeacon 23 (LLNR 28065). These regulations restrict vessel traffic within the regulated area during the event. These special local regulations are considered necessary to control vessel traffic and to provide for the safety of the participants in the event.

EFFECTIVE DATE: The regulations in 33 CFR 100.513 are effective from 6 a.m. to 9:45 a.m., September 10, 1995.

FOR FURTHER INFORMATION CONTACT: Stephen L. Phillips, Chief, Boating Affairs Branch, Fifth Coast Guard District, 431 Crawford Street, Portsmouth Virginia 23704–5004 (804) 398–6204, or Commander, Coast Guard Group Fort Macon (919) 247–4548.

SUPPLEMENTARY INFORMATION:

Drafting Information

The drafters of this notice are QM2 Gregory C. Garrison, project officer, Boating Affairs Branch, Boating Safety Division, Fifth Coast Guard District, and LCDR C.A. Abel, project attorney, Fifth Coast Guard District Legal Staff.

Discussion of Regulations

The Wilmington Family YMCA submitted an application to hold the swim portion of the 17th Annual Wilmington Family YMCA—Physicians Health Plan Triathlon at Wrightsville Beach, North Carolina. This swim portion of the triathlon will consist of approximately 700 swimmers racing in a section of the Wrightsville Channel.

The regulations in 33 CFR 100.513 govern the activities of the swim portion of the triathlon on Wrightsville Channel between Wrightsville Channel Daybeacon 18 (LLNR 28050) and Wrightsville Channel Daybeacon 23 (LLNR 28065). Because the swim portion of the triathlon is an event of the type contemplated by these regulations, the safety of the participants will be enhanced by the implementation of the special local regulations. The waterway will be closed from 6 a.m. to 9:45 a.m., September 10, 1995, for the event. Since the waterway will not be closed for an extended period, commercial traffic should not be severely disrupted.

Dated: April 14, 1995.
W.J. Ecker,
Rear Admiral, U.S. Coast Guard, Commander, Fifth Coast Guard District.
[FR Doc. 95–11301 Filed 5–8–95; 8:45 am]
BILLING CODE 4910–14–M

33 CFR Part 165

[CGD13–95–013]

Safety Zone Regulations; National Maritime Week Tugboat Races, Elliott Bay, Seattle, WA

AGENCY: Coast Guard, DOT.
ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a safety zone during the National Maritime Week Tugboat Races held on Elliott Bay in Seattle, WA. This event will be held on Saturday, May 20, 1995, from 12 p.m. to 4:30 p.m. (PDT). The Coast Guard, through this action, intends to promote the safety of spectators and participants in this event. Entry into the safety zone will be prohibited during the event in order to keep spectator vessels from interfering with the races and to prevent damage that may be caused by the large wakes thrown by the tugboats during the races. **EFFECTIVE DATE:** This regulation becomes effective on May 20, 1995, at 12 p.m. and will terminate at 4:30 p.m. (PDT) that same day.

FOR FURTHER INFORMATION CONTACT: LT S. Workman, c/o Commander, Group Seattle, 1519 Alaskan Way South, Seattle, Washington 98134, (202) 217–6000.

SUPPLEMENTARY INFORMATION:

Regulatory History

Pursuant to 5 U.S.C. 553, a notice of proposed rulemaking has not been published for this regulation and good cause exists for making it effective less than 30 days from the date of publication. Prompt regulatory action is