

**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.

\* \* \* \* \*

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

**Richard E. Prang,**

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

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**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