

FOR FURTHER INFORMATION CONTACT:
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0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

History

On December 16, 1994, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend the Class D airspace at New Orleans NAS, Alvin Callender Field, LA, was published in the **Federal Register** (59 FR 64877). Decommissioning of the NDB permits the amendment of Class D airspace at this airport. The proposal was to remove the controlled airspace that was no longer needed as a result of the decommissioning of the NDB and the associated NDB SIAP.

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. Therefore the rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class D airspace designations are published in Paragraph 5000 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 D 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) revises the Class D airspace located at New Orleans NAS, Alvin Callender, Field, LA, to that necessary to provide controlled airspace for IFR operations at the airfield.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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 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 5000 General

* * * * *

ASW LA D New Orleans NAS, Alvin Callender Field, LA [Revised]

New Orleans NAS, Alvin Callender Field, LA
(Lat. 29°049'31" N., long. 90°002'06" W.)
Harvey VORTAC

(Lat. 29°051'01" N., long. 90°000'10" W.)
That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.7-mile radius of New Orleans NAS Alvin Callender Field and within 1.3 miles each side of the 228° radial of the Harvey VORTAC extending from the 4.7-mile radius to 5.6 miles southwest of the airport and within 1.3 miles each side of the 058° radial of the Harvey VORTAC extending from the 4.7 mile radius to 6 miles northeast of the airport excluding that airspace within the New Orleans, LA, Class B airspace area.

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Issued in Fort Worth, TX on May 11, 1995.

Larry D. Gray,

Manager, Air Traffic Division, Southwest Region.

[FR Doc. 95-13014 Filed 5-25-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-ASW-19]

Establishment and Revision of Class E Airspace; Fayetteville, AR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace extending upward from the surface as an extension to the Class D airspace at Drake Field, Fayetteville,

AR. Additionally, this action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Drake Field, Fayetteville, AR. The development of a new Microwave Landing System (MLS) standard instrument approach procedure (SIAP) has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the MLS SIAP at Drake Field, Fayetteville, AR.

EFFECTIVE DATE: 0901 UTC, July 20, 1995.

FOR FURTHER INFORMATION CONTACT:
Donald J. Day, System Management
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0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

History

On December 16, 1994, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish and amend the Class E airspace at Fayetteville, AR, was published in the **Federal Register** (59 FR 64879). A MLS SIAP developed for Drake Field, Fayetteville, AR, requires additional Class E airspace from the surface to 700 feet AGL as an extension to the Class D airspace presently established at this airport. Additionally, the proposal was to revise the controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments.

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. Therefore the rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL 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) establishes new controlled airspace and revises the Class E airspace

located at Drake Field, Fayetteville, AR, to provide controlled airspace for aircraft executing the MLS SIAP.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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 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 6004 Class E airspace areas designated as an extension to a Class D surface area

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ASW AR E4 Fayetteville, Drake Field, AK [New]

Fayetteville, Drake Field, AK
(Lat. 36°00'18" N., long. 94°10'12" W.)
Fayetteville MLS
(Lat. 35°59'59" N., long. 94°10'05" W.)

That airspace extending upward from the surface within 3 miles each side of the MLS 354° course inbound extending from the 4.1-mile radius of the airport to 12 miles south of the airport.

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Paragraph 6005 Class E Airspace Areas Extending upward From 700 Feet or More Above the Surface of the Earth

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ASW AR E5 Fayetteville, AR [Revised]

Point of Origin
(lat. 36°12'00" N., long. 94°14'01" W.)
Fayetteville MLS
(lat. 35°59'59" N., long. 94°10'05" W.)

That airspace extending upward from 700 feet above the surface within 8 miles west and 4 miles east of the MLS 354° course inbound extending from the 23.9-mile radius of the point of origin to the 33.4-mile radius of the point of origin.

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Issued in Fort Worth, TX, on May 11, 1995.

Larry D. Gray,
Manager, Air Traffic Division, Southwest Region.

[FR Doc. 95–13015 Filed 5–25–95; 8:45 am]

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14 CFR Part 71

[Airspace Docket No. 94–ASW–20]

Revision of Class E Airspace; Laredo, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revised the Class E airspace extending upward from 700 feet above ground level (AGL) at Laredo International Airport, Laredo, TX. The development of a revised standard instrument approach procedure (SIAP) to Runway (RWY) 14 has made this action necessary. Controlled airspace extending upward from 700 feet AGL is needed to contain aircraft executing the SIAP. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) or Tactical Air Navigation (TACAN) or Global Positioning System (GPS) SIAP to RWY 14 at Laredo International Airport, Laredo, TX.
EFFECTIVE DATE: 0901 UTC, July 20, 1995.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, System Management Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193–0530, telephone 817–222–5593.

SUPPLEMENTARY INFORMATION:

History

On December 16, 1994, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise

the Class E airspace at Laredo, TX, was published in the **Federal Register** (59 FR 64880). A revised VOR/DME or TACAN or GPS RWY 14 SIAP developed for Laredo Municipal Airport, Laredo, TX, requires the revision of the Class E airspace at this airport. The proposal was to revise the controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments. However, the proposal was published with an incorrect bearing citation in the description of the airspace. The proposed description of Class E airspace referred incorrectly to the 189° bearing of the Laredo VORTAC. The correct bearing should have been the 181° bearing of the Laredo VORTAC. The description of the Class E airspace in this rule has been revised to reflect this change. The FAA has determined that this change is editorial in nature and will not increase the scope of this rule.

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. Except for the non-substantive change just discussed, the rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL are published in Paragraph 6005 of the 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) establishes the Class E airspace located at Laredo International Airport, Laredo, TX, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the VOR/DME or TACAN or GPS RWY 14 SIAP.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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