

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 Subject 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. 40103, 40113, 40120, EO 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 Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, effective September 16, 1994, is amended as follows:

Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet Above the Surface of the Earth

* * * * *

ASO TN E5 Memphis, TN

- Memphis International Airport, TN (Lat. 35°02'45" N, long. 89°58'41" W)
- Twinkle Town Airport (Lat. 34°56'00" N, long. 90°10'00" W)
- Olive Branch Airport (Lat. 34°58'44" N, long. 89°47'13" W)
- West Memphis Municipal Airport (Lat. 35°08'11" N, long. 90°14'04" W)
- General DeWitt Spain Airport (Lat. 35°12'05" N, long. 90°03'05" W)
- Elvis NDB (Lat. 34°57'13" N, long. 89°58'26" W)
- West Memphis NDB (Lat. 35°08'22" N, long. 90°13'57" W)

That airspace extending upward from 700 above the surface within an 8-mile radius of Memphis International Airport, and within 4 miles each side of the 179° bearing from the Elvis NDB extending from the 8-mile radius to 7 miles south of the NDB, and within a 6.5-mile radius of Twinkle Town Airport, and within a 7.5-mile radius of Olive Branch Airport, and within a 6.5-mile radius of West Memphis Municipal Airport, and within 2.5 miles each side of the 198° and 352° bearings from the West Memphis NDB extending from the 6.5-mile radius to 7.4 miles north and south of the NDB, and within a 6.4-mile radius of General DeWitt Spain Airport; excluding that airspace within the Millington, TN Class E Airspace Area.

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Issued in College Park, Georgia, on June 14, 1995.

Stanley Zylowski,
Acting Manager, Air Traffic Division,
Southern Region.

[FR Doc. 95–15717 Filed 6–26–95; 8:45 am]
BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 95–ASO–4]

Amendment to Class E Airspace; Smithfield, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the airspace description and the geographic position coordinates of a final rule that was published in the **Federal Register** on April 27, 1995, Airspace Docket No. 95–ASO–4. The description as published in the **Federal Register** on April 27, 1995, inadvertently states that the airspace extends upward from the surface instead of from 700 feet above the surface, and incorrectly depicts the latitude of the Jnall NDB as 35°26'25" instead of 35°36'25".

EFFECTIVE DATE: 0901 UTC, July 20, 1995.

FOR FURTHER INFORMATION CONTACT: Stanley Zylowski, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5570.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 95–10390, Airspace Docket No. 95–ASO–4, published on April 27, 1995 (60 FR 20623), modified Class E airspace at Smithfield, NC, to provide adequate Class E airspace for IFR operations at Johnston County Airport. The description as published in the **Federal Register** on April 27, 1995, inadvertently states that the airspace extends upward from the surface instead of from 700 feet above the surface, and incorrectly depicts the latitude of the Jnall NDB as 35°26'25" instead of 35°36'25". This action corrects these errors.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace description and the geographic position coordinates for the Class E airspace area at Smithfield, NC, as published in the **Federal Register** on April 27, 1995 (60

FR 20623), (Federal Register Document 95–10390; page 20623, column 3), and the description in FAA Order 7400.9B, which is incorporated by reference in 14 CFR 71.1, are corrected as follows:

§ 71.7 [Corrected]

* * * * *

ASO NC E5 Smithfield, NC [Corrected]

- Johnston County Airport, NC (Lat. 35°32'27" N, long. 78°23'25" W)
- Jnall NDB (Lat. 35°36'25" N, long. 78°21'16" W)

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of Johnston County Airport and within 2.4 miles each side of the 024° bearing from the Jnall NDB, extending from the 7.5-mile radius to 7 miles northeast of the NDB.

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Issued in College Park, Georgia, on June 9, 1995.

Stanley Zylowski,
Acting Manager, Air Traffic Division,
Southern Region.

[FR Doc. 95–15716 Filed 6–26–95; 8:45 am]
BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 93–ASO–20]

Establishment of Class E Airspace, Cocoa, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes Class E airspace at Cocoa, FL. A NDB RWY 11 Standard Instrument Approach Procedure (SIAP) has been developed for Merritt Island Airport. Controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP and for instrument flight rules (IFR) operations at the airport. The operating status of the airport will change from VFR to include IFR operations concurrent with publication of the SIAP.

EFFECTIVE DATE: 0901 UTC, September 14, 1995.

FOR FURTHER INFORMATION CONTACT: Stanley Zylowski, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5570.

SUPPLEMENTARY INFORMATION:

History

On October 26, 1993, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing Class E airspace at Cocoa, FL, (58 FR 57570). This action