

Document No.	Pages	Revision	Date
PWC SB No. 14128 Total pages: 5.	1-5	3	April 19, 1993.
PWC SB No. 14132 Total pages: 6.	1-6	1	May 12, 1993.
PWC SB No. 14142 Total pages: 7.	1-7	1	May 12, 1993.

This incorporation by reference was approved by the Director of the **Federal Register** in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Pratt & Whitney Canada, 1000 Marie-Victorin, Longueuil, Quebec, Canada J4G 1A1. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the **Federal Register**, 800 North Capitol Street, NW., suite 700, Washington, DC.

(r) This amendment becomes effective on July 12, 1995.

Issued in Burlington, Massachusetts, on June 15, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-15558 Filed 6-23-95; 10:11 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 92-AWA-6]

Alteration of the Charlotte Class B Airspace Area; North Carolina

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; delay of effective date.

SUMMARY: On May 17, 1995, the Federal Aviation Administration (FAA) published a final rule altering the Class B airspace area at Charlotte, NC. This action delays the effective date of the final rule to coincide with the scheduled publication date of the appropriate aeronautical chart.

EFFECTIVE DATE: Effective on publication. The effective date of the final rule at 60 FR 26594 is delayed until 0901 UTC, August 17, 1995.

FOR FURTHER INFORMATION CONTACT: Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9255.

SUPPLEMENTARY INFORMATION: On May 17, 1995, the FAA published a final rule altering the Charlotte, NC, Class B airspace area (60 FR 26594) with an

effective date of July 20, 1995. This action delays the effective date for the final rule to August 17, 1995, to coincide with the scheduled publication date of the appropriate aeronautical chart.

Because the public needs to be aware of the postponement immediately, notice and public procedure are impracticable and good cause exists for making postponement effective in less than 30 days.

Correction of Final Rule

In consideration of the foregoing, effective on the date of this publication, the effective date of Airspace Docket No. 92-AWA-6 altering the Charlotte, NC, Class B airspace area (60 FR 26594; May 17, 1995); is delayed from 0701 UTC, July 20, 1995, to 0901 UTC, August 17, 1995.

Issued in Washington, DC, on June 13, 1995.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95-15714 Filed 6-26-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 95-ASO-10]

Amendment to Class E Airspace; Memphis, TN

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This amendment modified the Class E airspace area at Memphis, TN, to accommodate a VOR RWY 16 Standard Instrument Approach Procedure (SIAP) for the General DeWitt Spain Airport. Additional 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 the 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 April 10, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying Class E airspace at Memphis, TN (60 FR 18038). This action would provide adequate Class E airspace for IFR operations at General DeWitt Spain Airport. 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. Designations for Class E airspace extending upward from 700 feet or more above the surface are published in Paragraph 6005 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994. 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) modifies Class E airspace at Memphis, TN, to accommodate a VOR RWY 16 SIAP and for IFR operations at the General DeWitt Spain Airport. The operating status of the airport will change from VFR to include IFR operations concurrent with publication of the SIAP.

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 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 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 feet 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