

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. 40103, 40113, 40120; 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 areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ASW LA E5 Gonzales, LA [New]

Louisiana Regional Airport, LA
(lat. 30°10'17" N, long. 90°56'25" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Louisiana Regional Airport, LA.

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Issued in Fort Worth, TX, on June 21, 1995.

Helen Fabian Parke,

Manager, Air Traffic Division, Southwest Region.

[FR Doc. 95–16744 Filed 7–6–95; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 95–ASO–8]

Amendment to Class E Airspace; Millington, TN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Millington, TN, to accommodate a VOR/DME RWY 18 Standard Instrument Approach Procedure (SIAP) for Charles W. Baker 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 Charles W. Baker Airport will change from VFR to include IFR operations concurrent with the publication of the SIAP. This amendment also changes the title of the airspace designation. The title of the airspace designation is changed from Memphis NAS/Millington Municipal, TN, to Millington, TN.

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 March 27, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying Class E airspace at Millington, TN (60 FR 15723). This action would provide adequate Class E airspace for IFR operations at Charles W. Baker 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 Millington, TN, to accommodate a VOR/DME RWY 18 SIAP and for IFR operations at Charles W. Baker Airport. The operating status of the Charles W. Baker Airport will change from VFR to include IFR operations concurrent with publication of the SIAP. This amendment also changes the title of the airspace designation. The title of the airspace designation is changed from Memphis NAS/Millington Municipal, TN, to Millington, TN.

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 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. 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389, 48 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, and 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.

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ASO TN E5 Millington, TN [Revised]

Memphis NAS/Millington Municipal Airport, TN

(lat. 35°21'20" N, long. 89°52'10" W)

Arlington, Municipal Airport

(lat. 35°16'59" N, long. 89°40'22" W)

Charles W. Baker

(lat. 35°16'44" N, long. 89°55'53" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Memphis NAS/Millington Municipal Airport, within a 7-mile radius of Arlington Municipal Airport and within a 6.3-mile radius of Charles W. Baker Airport; excluding that airspace within the Memphis, TN Class E airspace area.

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Issued in College Park, Georgia, on June 22, 1995.

Stanley Zylowski,

*Acting Manager, Air Traffic Division,
Southern Region.*

[FR Doc. 95-16745 Filed 7-6-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 92-ASW-34]

Revision of Class E Airspace; Hondo, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Hondo Municipal Airport, Hondo, TX. The development of a very high frequency omni-directional range (VOR) standard instrument approach procedure (SIAP) to Runway (RWY) 17 has made this action necessary. Controlled airspace extending upward from 700 feet above ground level (AGL) is needed for aircraft executing the SIAP. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations at Hondo Municipal Airport, Hondo, TX.

EFFECTIVE DATE: 0901 UTC, September 14, 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 17, 1993, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Hondo, TX, was published in the **Federal Register** (58 FR 65948). That proposal was to revise the 700 feet AGL Class E airspace to provide adequate controlled airspace for aircraft executing a newly developed VOR SIAP to runway 17. The comment period for that Notice of Proposed Rulemaking (NPRM) ended February 19, 1994. The FAA discovered during the comment period that the legal description contained in the proposal did not include the airspace required to contain instrument operations for the Radio Beacon (RBN) SIAP at Hondo Municipal Airport. On December 5, 1994, a Supplemental Notice of Proposed Rulemaking (SNPRM) to revise the Class E airspace at Hondo, TX

(59 FR 62362) based on the corrected legal description was issued with a comment period extending through January 20, 1995. The SNPRM proposal was to revise the controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace at Hondo Municipal Airport, Hondo, TX.

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 or 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) revises the Class E airspace located at Hondo Municipal Airport, Hondo, TX, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the 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. 40103, 40113, 40120; 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 Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

* * * * *

ASW TX E5 Hondo, TX [Revised]

Hondo Municipal Airport, TX
(lat. 29°21'35" N, long. 99°10'36" W)

Hondo RBN
(lat. 29°22'24" N, long. 99°10'19" W)

Hondo VOR
(lat. 29°21'16" N, long. 99°10'33" W)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of the Hondo Municipal Airport and within 8 miles west and 4 miles east of the 180° bearing from the Hondo RBN extending from the airport to 16 miles south of the RBN and within 2.3 miles each side of the 352° radial of the Hondo VOR extending from the 6.7-mile radius to 6.9 miles north of the airport.

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Issued in Fort Worth, TX, on June 21, 1995.

Helen Fabian Parke,

Manager, Air Traffic Division, Southwest Region.

[FR Doc. 95-16746 Filed 7-6-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-ASW-17]

Establishment of Class E Airspace; La Grange, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes the Class E airspace extending upward from 700 feet above ground level (AGL) at Fayette Regional Air Center, La Grange, TX. The development of a Very High Frequency Omnidirectional Range (VOR)/Distance Measuring Equipment (DME) standard instrument approach procedure (SIAP) to Runway (RWY) 16-34 has made this action necessary. Controlled airspace extending upward from 700 feet AGL is needed for aircraft executing the SIAP. This action is