

**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 part 71 is revised 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 5000 Class D Airspace.*

\* \* \* \* \*

**AWP CA D Mountain View, CA [Revised]**

Moffett Federal AFDL, CA  
(Lat. 37°24'55" N, long. 122°02'54" W)  
San Jose International Airport, CA  
(Lat. 37°21'42" N, long. 121°55'43" W)  
Palo Alto of Santa Clara County Airport, CA  
(Lat. 37°27'40" N, long. 122°06'54" W)

That airspace extending upward from the surface to but not including 1,500 feet MSL within a 4.3-mile radius of Moffett Federal AFDL, excluding that airspace within the San Jose, CA, Class C airspace area and excluding the portion within the Palo Alto of Santa Clara County Airport, CA, Class D airspace area during the specific dates and times it is effective. 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 continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6002 Class E airspace areas designate as a surface area for an airport*

\* \* \* \* \*

**AWP CA E2 Mountain View, CA [Revised]**

Moffett Federal AFDL, CA  
(Lat. 37°24'55" N, long. 122°02'54" W)  
San Jose International Airport, CA  
(Lat. 37°21'42" N, long. 121°55'43" W)  
Palo Alto of Santa Clara County Airport, CA  
(Lat. 37°27'40" N, long. 122°06'54" W)

Within a 4.3-mile radius of Moffett Federal AFDL excluding that airspace within the San Jose, CA, Class C airspace area and excluding the portion within the Palo Alto of Santa Clara County Airport, CA, Class D airspace area during the specific dates and times it is effective. This Class E 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 continuously published in the Airport/Facility Directory.

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*Paragraph 6004 Class E airspace areas designated as an extension to a Class D surface area.*

\* \* \* \* \*

**AWP CA E4 Mountain View, CA [Revised]**

Moffett Federal AFDL, CA  
(Lat. 37°24'55" N, long. 122°02'54" W)  
San Jose VOR/DME  
(Lat. 37°22'29" N, long. 121°56'41" W)  
Moffett TACAN  
(Lat. 37°25'57" N, long. 122°03'26" W)

That airspace extending upward from the surface within 2.2 miles southwest and 1.8 miles northeast of the Moffett TACAN 158° radial, extending from the 4.3-mile radius of Moffett Federal AFDL to 7 miles southeast of the TACAN and within 1.8 miles each side of the San Jose VOR 320° radial, extending from the San Jose VOR/DME to 7 miles northwest of the San Jose VOR/DME, excluding the portion within the San Jose, CA, Class C airspace area during the specific dates and times it is effective. This Class E 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 continuously published in the Airport/Facility Directory.

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Issued in Los Angeles, California, on June 29, 1995.

**James H. Snow,**

*Acting Manager, Air Traffic Division,  
Western-Pacific Region.*

[FR Doc. 95-17404 Filed 7-14-95; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71****[Airspace Docket No. 95-AGL-1]****Modification of Class D Airspace and Removal of Class E Airspace, Rockford, IL**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action modifies the Class D airspace area and removes the Class E2 airspace area at Greater Rockford Airport, Rockford, IL. The Rockford Air Traffic Control Tower (ATCT) is a continuous (24 Hour a day) operation. The Class D airspace area's effective hours are hereby amended to coincide with the associated control tower's hours of operation, by changing the Class D airspace from part-time to full-time. The Class E2 airspace was previously needed to clarify when two-way radio communication with the ATCT was required and to provide adequate Class E airspace for instrument approach procedures when the control tower was closed. The airspace is no longer needed since the ATCT is now a continuous operation; therefore, this

action removes the part-time Class E2 airspace.

**EFFECTIVE DATE:** 0901 UTC, September 14, 1995.

**FOR FURTHER INFORMATION CONTACT:** Angeline Perri, Air Traffic Division, System Management Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294-7571.

**SUPPLEMENTARY INFORMATION:****History**

On May 2, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Class D airspace and remove the Class E2 airspace at Greater Rockford Airport, Rockford, IL (60 FR 21473).

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. Class D airspace designations and Class E airspace designated as a surface area for an airport are published in paragraphs 5000 and 6002 respectively 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 and E airspace designations 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 the Class D airspace area and removes the Class E2 airspace area at Greater Rockford Airport, Rockford, IL. The Rockford ATCT is a continuous (24 Hour a day) operation. The Class D airspace area's effective hours are hereby amended to coincide with the associated control tower's hours of operation, by changing the Class D airspace from part-time to full-time. The Class E2 airspace was previously needed to clarify when two-way radio communication with the ATCT was required and to provide adequate Class E airspace for instrument approach procedures when the control tower was closed. The airspace is no longer needed since the ATCT is now a continuous operation; therefore, this action removes the part-time Class E2 airspace. The appropriate publications will be modified to provide the aviation public with updated information.

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. Therefore, this regulation—(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 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 5000 General*

\* \* \* \* \*

**AGL IL D Rockford, IL [Revised]**

Rockford, Greater Rockford Airport, IL  
(Lat. 42°11'46"N, long. 89°05'36"W)  
Greater Rockford ILS Localizer  
(Lat. 42°12'36"N, long. 89°05'17"W)  
GILMY LOM  
(Lat. 42°06'52"N, long. 89°05'55"W).

That airspace extending upward from the surface to and including 3,200 feet MSL within a 4.4-mile radius of the Greater Rockford Airport and within 1.8 miles each side of the Greater Rockford Runway 36 ILS localizer course, extending south from the 4.4-mile radius to the GILMY LOM.

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*Paragraph 6002 Class E Airspace Areas Designated as a Surface Area for an Airport*

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**AGL IL E2 Rockford, IL [Removed]**

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Issued in Des Plaines, Illinois on June 26, 1995.

**Roger Wall,**

*Manager, Air Traffic Division.*

[FR Doc. 95-17394 Filed 7-14-95; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71**

[Airspace Docket No. 93-ASW-57]

**Modification of Class D and Class E Airspace; Altus, OK**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action modifies the Class D airspace at Altus, OK, by deleting the 4-mile circle that surrounds Altus Municipal Airport, deletes the Class E airspace extension associated with Altus Municipal Airport, and establishes a Class E airspace extension necessary for instrument flight rule (IFR) operations at Altus Air Force Base (AFB). The Class D airspace at Altus Municipal Airport and the Class E airspace upward from the surface as an extension of the Class D airspace at Altus Municipal Airport are no longer required for IFR flight activities at Altus, OK. The intended effect of this action is to remove the Class D airspace beyond a 5-mile radius of Altus, AFB, OK that encompasses Altus Municipal Airport, remove the Class E airspace that is an extension of the Class D at Altus Municipal Airport, and to establish Class E airspace as an extension of the Class D surface airspace at Altus AFB, Altus, OK.

**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 August 23, 1994, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Altus, OK was published in the **Federal Register** (59 FR 43306).

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. The Notice of Proposed Rulemaking described extensions to the Class D airspace 5-mile radius as “within 2 miles each side of the Altus

AFB ILS Localizer south course extending from the 5-mile radius to 6.6 miles south of Altus, AFB, and within 2 miles each side of the Altus AFB Localizer north course extending from the 5.0-mile radius to 7.6 miles north of Altus AFB”. If any extensions to a Class D airspace extends beyond 2 miles, all extensions for the Class D airspace area will be classified as Class E airspace. The airspace extensions as described in the NPRM would have lead to an incorrect classification of the airspace extensions as Class D airspace instead of Class E airspace. The proposal should not have included the extension within the Class Description. Therefore, the narrative description of the Class D airspace has been corrected to exclude these extensions, and a separate Class E description has been added for this airspace. Other than these changes, this amendment is the same as that proposed in the notice. The FAA has determined that these changes will not increase the scope of this rule since they are relieving in nature, i.e., redesignating proposed Class D airspace to less restrictive Class E airspace.

The coordinates for this airspace docket are based on North American Datum 84. Class D airspace designations are published in paragraph 5000, and Class E extensions to a Class D surface area are published in paragraph 6004 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 and Class E airspace designations 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 the Class D airspace at Altus, OK, removes the existing Class E extension to the Altus, OK Class D airspace, and establishes Class E airspace upward from the surface as extensions to the Altus AFB Class D airspace at Altus, OK.

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