

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

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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 7.1. 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

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., 289; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by references 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

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ASW OK D Altus, OK [Revised]

Altus AFB, OK

(Lat. 34°39'50" N, long. 99°16'26" W).

That airspace extending upward from the surface to and including 3,900 feet MSL within a 5-mile radius of Altus AFB.

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Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D Surface Area

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ASW OK E4 Altus, OK [Revised]

Altus AFB, OK

(Lat. 34°39'50" N, long. 99°16'26" W)

Altus AFB ILS Localizer

(Lat. 34°38'31" N, long. 99°16'24" W).

That airspace extending upward from the surface 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 ILS Localizer north course extending from the 5.0-mile radius to 7.6 miles north of Altus AFB.

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Issued in Fort Worth, TX, on July 5, 1995.

Albert L. Viselli,

Manager, Air Traffic Division, Southwest Region.

[FR Doc. 95–17397 Filed 7–14–95; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 95–AWP–10]

Amendment of Class E Airspace Area at Salinas, CA

AGENCY: Federal Aviation Administration [FAA], DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Salinas, CA. This action is necessary due to the closure of Fort Ord Fritzsche Army Air Field (AAF), CA. This amendment deletes Fort Ord Fritzsche AAF, CA, from the Class E airspace area at Salinas, CA.

EFFECTIVE DATE: 0901 UTC, September 14, 1995.

FOR FURTHER INFORMATION CONTACT: Scott Speer, System Management Specialist, System Management Branch, AWP–530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 297–0010.

SUPPLEMENTARY INFORMATION:

History

On May 9, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E airspace area at Salinas, CA (60 FR 24594). This amendment is necessary due to the closure of Fort Ord Fritzsche AAF, CA. This action will remove Fort Ord Fritzsche AAF, CA, Class D airspace area from the Class E airspace description at Salinas, CA.

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. Class E airspace designations 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 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) amends the Class E airspace area at Salinas, CA, by removing Fort Ord Fritzsche AAF, CA, Class D airspace area from the Class E airspace description at Salinas, CA.

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 10034; 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 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 6004 Class E airspace areas designated as an extension to a Class D surface area.

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AWP CA E4 Salinas, CA [Revised]

Salinas Municipal Airport, CA

(Lat. 36°39'48" N, long. 121°36'23" W)

Salinas VORTAC

(Lat. 36°39'50" N, long. 121°36'12" W)

Salinas Localizer

(Lat. 36°40'18" N, long. 121°36'45" W)

Monterey Peninsula Airport, CA

(Lat. 36°35'13" N, long. 121°50'35" W)

That airspace extending upward from the surface within 1.8 miles northeast and 2.6 miles southwest of the Salinas VORTAC 318° radial, extending from the 4.3-mile radius of Salinas Municipal Airport to 5.2 miles northwest of the VORTAC, and within 1.8 miles each side of the Salinas localizer extending from the 4.3-mile radius to 10 miles southeast of the Salinas VORTAC, excluding that portion within the Monterey Peninsula Airport, CA, Class E airspace area.

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