

Class D airspace designations are published in Paragraph 5000 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 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 D airspace, providing controlled airspace for terminal instrument operations at Kelly AFB, San Antonio, TX. The current Class D airspace was described by reference to the 159° radial off the Kelly TACAN, when the intent was to describe it by reference to the 339° radial. This rule corrects this mistake.

Since this action merely involves the revision of Class D airspace as a result of an incorrectly identified radial from the Kelly TACAN, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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 24 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 TX D San Antonio Kelly AFB, TX [Revised]

San Antonio, Kelly AFB, TX
(Lat. 29°22'49"N, long. 98°35'03"W)
San Antonio, Standard Airport, TX
(Lat. 29°20'29"N, long. 98°39'35"W)
Kelly TACAN
(Lat. 29°18'31"N, long. 98°32'58"W)
San Antonio, Stinson Municipal Airport, TX
(Lat. 29°20'13"N, long. 98°28'16"W).

That airspace extending upward from the surface to and including 3,200 feet MSL within a 4.5-mile radius of Kelly AFB and within 1.5 miles each side of the 339° radial of the Kelly TACAN extending from the 4.5-mile radius to 4.8 miles northwest of the airport excluding that airspace within a 1-mile radius of the Standard Airport and excluding that airspace southeast of a line between the intersection of the 4.5 mile radius of the Kelly AFB and the 4.1-mile radius of the Stinson Municipal Airport and excluding that airspace within the San Antonio International Airport, TX, Class C Airspace area.

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

Albert L. Viselli,

Manager, Air Traffic Division, Southwest Region.

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14 CFR Part 71

[Airspace Docket No. 95-AWP-11]

Amendment to Class D and E Airspace Areas; Mountain View, CA

AGENCY: Federal Aviation Administration [FAA], DOT.
ACTION: Final rule.

SUMMARY: This action amends the Class D and E airspace areas at Mountain View, CA. This action is necessary due to the renaming of Moffett Field Naval Air Station (NAS), CA, to Moffett Federal Air Field (AFLD), CA. This action revises the Class D airspace area at Mountain View, CA, to indicate when this airspace area is effective.

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 D and E airspace areas at Mountain View, CA (60 FR 24593). This action is necessary due to the renaming of Moffett Field NAS, CA, to Moffett Federal AFLD, CA. This action also revises the Class D airspace area at Mountain View, CA, to indicate when this airspace is effective.

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 D and E airspace designations are published in paragraphs 5000, 6002, and 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 E airspace designations listed in this document will be published subsequently in this Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class D and E airspace areas at Mountain View, CA, by renaming Moffett Field NAS, CA, to Moffett Federal AFLD, CA, and revising the Class D airspace area at Mountain View, CA, to indicate when this airspace is effective.

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 5000 Class D Airspace.

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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.

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

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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.

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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