

Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone: 817-222-5593.

SUPPLEMENTARY INFORMATION:

Request for Comments on the Rule

Although this action is a final rule, which involves the revision of Class E airspace at Venice, LA, and was not preceded by notice and public procedure, comments are invited on the rule. However, after the review of any comments and, if the FAA finds that further changes are appropriate, it will initiate rulemaking proceedings to extend the effective date or to amend the regulation.

Interested parties are invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the rule, and in determining whether additional rulemaking is required.

Class E airspace designations are 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 providing controlled airspace for IFR operations at Venice, LA. The current Class E airspace description includes airspace to protect aircraft operating under IFR at Garden Island Bay Seaplane Base, LA. That base is now abandoned. Therefore, the Class E airspace is no longer needed. The current Class E airspace description also includes airspace to protect aircraft flying the Venice RBN SIAP at Venice, LA. This RBN is now decommissioned. Therefore, the Class E airspace protecting the SIAP is no longer needed.

Since this action merely involves the removal of Class E airspace as a result of the abandoning of the Garden Island Bay Seaplane Base, LA, and the decommissioned Venice NDB. Therefore, notice and public procedure under 5 U.S.C. 553(b) are unnecessary. The Class E airspace must be revised to avoid confusion on the part of the pilots flying in the vicinity of the abandoned seaplane base, and to promote the safe and efficient handling of air traffic in the area.

Therefore, I find that notice and public procedure under 5 U.S.C. 553 are

unnecessary and good cause exists for making this amendment effective in less than thirty days.

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 from 700 feet or more above the surface of the earth.

* * * * *

ASW LA E5 Venice, LA [Revised]

Venice, LA
(Lat. 29°15'32"N, long. 89°21'10"W)

That airspace extending upward from 700 feet above the surface within a 6.1-mile radius of Venice, LA.

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Issued in Fort Worth, TX, on July 13, 1995.

Albert L. Viselli,

Manager, Air Traffic Division, Southwest Region.

[FR Doc. 95-18004 Filed 7-20-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ASW-04]

Revocation of Class D Airspace; Fort Worth Spinks, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: This action revokes the Class D airspace at Fort Worth Spinks Airport, TX. The decommissioning of the Fort Worth Spinks control tower on April 1, 1995, removes the need for controlled airspace extending upward from the surface to but not including 2,500 feet Mean Sea Level (MSL) within a 4.1-mile radius of the airport. This action is intended to revoke the unnecessary Class D airspace.

DATES: Effective date: 0901 UTC, August 7, 1995.

Comment date. Comments must be received on or before September 19, 1995.

ADDRESSES: Send comments on the rule in triplicate to Manager, System Management Branch, Air Traffic Division, Federal Aviation Administration Southwest Region, Docket No. 95-ASW-04, Fort Worth, TX 76193-0530. The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, Southwest Region, 2601 Meacham Boulevard, Room 663, Fort Worth, TX, between 9:00 AM and 3:00 PM, Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the System Management Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Room 414, Fort Worth, TX.

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:

Request for Comments on the Rule

Although this action is a final rule, which involves the revocation of Class D airspace at Fort Worth Spinks Airport, TX, and was not preceded by notice and public procedure, comments are invited on the rule. However, after the review of any comments and, if the FAA finds that further changes are appropriate, it will initiate rulemaking proceedings to extend the effective date or to amend the regulation.

Interested parties are invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the rule, and in determining whether additional rulemaking is required.

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) revokes the Class D airspace, providing controlled airspace for terminal instrument operations, located at Fort Worth Spinks Airport, TX. The current Class D airspace was supported by a control tower, which was decommissioned, effective on April 1, 1995.

Since this action merely involves the revocation of Class D airspace as a result of closing the airport control tower, notice and public procedure under 5 U.S.C. 553(b) are unnecessary. Since there will no longer be a control tower at Fort Worth Spinks Airport, the Class D airspace must be removed to avoid confusion on the part of the pilots flying in the vicinity of the airport, and to promote the safe and efficient handling of air traffic in the area. Therefore, I find that notice and public procedure under 5 U.S.C. 553 are unnecessary and good cause exists for making this amendment effective in less than thirty days.

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. app. 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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ASW TX D Fort Worth Spinks, TX
[Removed]

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Issued in Fort Worth, TX, on July 13, 1995.

Albert L. Viselli,

Manager, Air Traffic Division, Southwest Region.

[FR Doc. 95–18005 Filed 7–20–95; 8:45 am]

BILLING CODE 4910–13–M

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

14 CFR Part 1204

RIN 2700–AC09

Administrative Authority and Policy

AGENCY: National Aeronautics and Space Administration (NASA).

ACTION: Final rule.

SUMMARY: NASA is amending its regulations on “Use of NASA Airfield Facilities by Aircraft Not Operated for the Benefit of the Federal Government” to include appropriate documentation for adding the Moffett Federal Airfield and the Crows Landing Airport to the list of NASA airfield facilities.

EFFECTIVE DATE: July 21, 1995.

FOR FURTHER INFORMATION CONTACT: David B. Dingee, Aircraft Management Office, 202–358–2326.

SUPPLEMENTARY INFORMATION: NASA published its final rule, 14 CFR part 1204 subpart 14, in the **Federal Register** on July 29, 1991 (56 FR 35812). It

established responsibility, conditions, and procedures for the use of NASA airfield facilities by aircraft not operated for the benefit of the Federal Government. This amendment adds the necessary documentation to the regulation for adding the Moffett Federal Airfield and Crows Landing Airport to the list of NASA airfield facilities. This action is administrative in nature and does not require a period for public comment.

NASA has determined that this regulation is not a major rule as defined in Executive Order 12866.

This rule is not subject to the requirements of the Regulatory Flexibility Act, 5 U.S.C. 601–612, since it will not exert a significant economic impact on a substantial number of small business entities.

List of Subjects in 14 CFR Part 1204

Airports, Authority delegations (Government agencies), Federal buildings and facilities, Government contracts, Government employees, Government procurement, Grant programs: Science and technology, Intergovernmental relations, Labor unions, Security measures, Small businesses.

For reasons set out in the preamble, 14 CFR Part 1204, Subpart 14, is amended as follows:

PART 1204—ADMINISTRATIVE AUTHORITY AND POLICY

Subpart 14—Use of NASA Airfield Facilities by Aircraft Not Operated for the Benefit of the Federal Government

1. The authority citation for Subpart 14 continues to read as follows:

Authority: 42 U.S.C. 2473(c)(1).

2. Section 1204.1401 is amended by adding paragraphs (a) (3) and (4) to read as follows:

§ 1204.1401 Definitions.

* * * * *

(a) * * *

(3) *Moffett Federal Airfield (MFA).*

The aeronautical facility which is part of the Ames Research Center, Moffett Field, California, and is located at 122° 03' west longitude and 37° 25' north latitude.

(4) *Crows Landing Airport.* The aeronautical facility which is a part of the Crows Landing Flight Facility (CLEF) and is located at 121° 06' west longitude and 37° 25' north latitude, 45 miles east of the Ames Research Center.

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3. Section 1204.1403 is amended by revising paragraphs (c) and (d) and