

Service, and the National Flight Data Digest Number 237 dated December 11, 1995, respectively, are corrected herein. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of Federal Aviation Regulations establishes Class E airspace at Sandpoint, Idaho. 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 FAA 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. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ANM ID E5 Sandpoint, ID [New]

Dave Wall Field, Sandpoint, ID
(lat. 48°17'55" N, long. 116°33'39" W)
Spokane Fairchild AFB, WA
(lat. 47°36'54" N, long. 117°39'29" W)

That airspace extending upward from 700 feet above the surface within a 8-mile radius of Dave Wall Field; that airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 48°30'00" N, on the east by the Idaho/Montana state boundary, on the south by the north edge of V-120, and on the west by the 45.3-mile radius of the Fairchild AFB and the east edge of V112; excluding Federal airways.

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Issued in Seattle, Washington, on January 9, 1996.

Richard E. Prang,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 96-1441 Filed 1-26-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-AWP-32]

Amendment of Class E Airspace; Lovelock, NV; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects certain geographic coordinates that were inadvertently inserted in the final rule that was published in the Federal Register on January 3, 1996, Airspace Docket No. 95-AWP-32. The final rule amends Class E airspace at Lovelock, NV.

EFFECTIVE DATE: 0901 UTC February 29, 1996.

FOR FURTHER INFORMATION CONTACT: Scott Speer, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6533.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 96-58, Airspace Docket No. 95-AWP-32, published on January 3, 1996 (61 FR 121), revised the description of the Class E airspace area at Lovelock, NV. An error was made by duplicating the geographic coordinates for a portion of the airspace description for the Lovelock, NV, Class E airspace area. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the

geographic coordinates in a portion of the airspace description for the Class E airspace area at Lovelock, NV, as published in the Federal Register on January 3, 1996 (61 FR 121), (Federal Register Document 96-58), are corrected as follows:

§ 71.1 [Corrected]

AWP NV E5 Lovelock, NV [Corrected]

On page 122, column 2, the geographic coordinates for the Class E airspace at Lovelock, NV are corrected by removing "(and that airspace bounded by a line beginning at lat. 40°23'00" N, long. 118°29'00" W; to lat. 40°32'00" N, long. 118°14'00" W; to lat. 40°22'00" N, long. 118°14'00" W; to lat. 40°18'00" N, long. 118°23'00" W, thence to the point of beginning.)"

Issued in Los Angeles, California, on January 12, 1996.

James H. Snow,

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

[FR Doc. 96-1436 Filed 1-26-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-AWP-41]

Establishment of Class E Airspace; North Las Vegas Air Terminal, NV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class E airspace area at North Las Vegas Air Terminal, Las Vegas, NV. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 12 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at North Las Vegas Air Terminal, Las Vegas, NV.

EFFECTIVE DATE: 0901 UTC, April 25, 1996.

FOR FURTHER INFORMATION CONTACT: Scott Speer, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6533.

SUPPLEMENTARY INFORMATION:

History

On December 6, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class E