

excluding that airspace within a 1½-mile radius of the Waunakee Airport and within 2.4 miles each side of the 134° bearing from the Dane County Regional Airport-Truax Field extending from the 5-mile radius to 7 miles southeast of the Dane County Regional Airport-Truax Field. 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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ASO MS E2 Jackson International Airport, MS [New]

Jackson International Airport, MS
(Lat. 32°18'41" N., long. 90°04'33" W.)

Within a 5-mile radius of Jackson International Airport. 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 6003—Subpart E—Class E Airspace Areas Extending Upward From the Surface Designated as an Extension to a Class C Surface Area

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AGL WI E3 Madison Dane County Regional Airport-Truax Field, WI [New]

Dane County Regional Airport-Truax Field, WI
(Lat. 43°08'22" N., long. 89°20'14" W.)
Waunakee Airport
(Lat. 43°11'00" N., long. 89°27'00" W.)

That airspace extending upward from the surface within 2.4 miles each side of the 358° bearing from the Dane County Regional Airport-Truax Field, extending from the 5-mile radius to 7 miles north of the Dane County Regional Airport-Truax Field and within 2.4 miles each side of the 320° bearing from the 5-mile radius to 7 miles northwest of the Dane County Regional Airport-Truax Field excluding that airspace within a 1½-mile radius of the Waunakee Airport and within 2.4 miles each side of the 134° bearing from the Dane County Regional Airport-Truax Field, extending from the 5-mile radius to 7 miles southeast of the Dane County Regional Airport-Truax Field. 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 Washington, DC, on February 2, 1995.

Nancy B. Kalinowski,

Acting Manager, Airspace—Rules and Aeronautical Information Division.
[FR Doc. 95-3121 Filed 2-7-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 94-AWA-5]

Modification of the Birmingham Municipal, AL, Huntsville International-Carl T. Jones Field, AL, Columbia Metropolitan, SC, and Chattanooga Lovell Field, TN, Class C Airspace Areas and Establishment of the Huntsville International-Carl T. Jones Field, AL, and Chattanooga Lovell Field, TN, Class E Airspace Areas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class C airspace areas at Birmingham Municipal, AL, Huntsville International-Carl T. Jones Field, AL, Columbia Metropolitan, SC, and Chattanooga Lovell Field, TN, Airports. This action corrects the name of the Birmingham Municipal Airport to Birmingham International Airport and modifies the Columbia Metropolitan, SC, airspace designation to reflect continuous operation and availability of services, therein. The effective hours of the Huntsville International-Carl T. Jones Field, AL, and Chattanooga Lovell Field, TN, Class C airspace areas are amended to coincide with the associated radar approach control facility's hours of operation. The designated boundaries and altitudes of these Class C airspace areas will not change. In addition, this docket establishes Class E airspace at Chattanooga Lovell Field, TN, and Huntsville International-Carl T. Jones Field, AL, Airports when the associated radar approach control facility is not in operation.

EFFECTIVE DATE: 0901 UTC, March 30, 1995.

FOR FURTHER INFORMATION CONTACT: Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9255.

SUPPLEMENTARY INFORMATION:

History

On January 6, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Class C airspace areas at Birmingham Municipal, AL, Huntsville International-Carl T. Jones Field, AL, Columbia Metropolitan, SC, and Chattanooga Lovell Field, TN, Airports and establish Class E airspace

areas at Chattanooga Lovell Field, TN, and Huntsville International-Carl T. Jones Field, AL, Airports (60 FR 2046).

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. Except for editorial changes, this amendment is the same as that proposed in the notice. Class C and E airspace designations are published in paragraphs 4000 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 C 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 C airspace areas at Birmingham Municipal, AL, Huntsville International-Carl T. Jones Field, AL, Columbia Metropolitan, SC, and Chattanooga Lovell Field, TN, Airports. This action corrects the name of the Birmingham Municipal Airport to Birmingham International Airport and modifies the Columbia Metropolitan, SC, airspace designation to reflect continuous operation and availability of services therein. The effective hours of the Huntsville International-Carl T. Jones Field, AL, and Chattanooga Lovell Field, TN, Class C airspace areas are amended to coincide with the associated radar approach control facility's hours of operation. The designated boundaries and altitudes of these Class C airspace areas will not change. In addition, this docket establishes Class E airspace at Chattanooga Lovell Field, TN, and Huntsville International-Carl T. Jones Field, AL, Airports when the associated radar approach control facility is not in operation.

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 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. 1348(a), 1354(a), 1510; 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 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 4000—Subpart C—Class C Airspace

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ASO AL C Birmingham International Airport, AL (Revised)

Birmingham International Airport, AL (Lat. 33°33'50" N., long. 86°45'16" W.)

That airspace extending upward from the surface to and including 4,600 feet MSL within a 5-mile radius of the Birmingham International Airport, and that airspace extending upward from 2,400 feet MSL to 4,600 feet MSL within a 10-mile radius of Birmingham International Airport from the 343° bearing from the airport clockwise to the 231° bearing from the airport, and that airspace extending upward from 1,900 feet MSL to 4,600 feet MSL within a 10-mile radius of the airport from the 231° bearing from the airport clockwise to the 343° bearing from the airport.

* * * * *

ASO AL C Huntsville International-Carl T. Jones Field, AL (Revised)

Huntsville International-Carl T. Jones Field, AL (Lat. 34°38'25" N., long. 86°46'23" W.)

Redstone Army Air Field (Lat. 34°40'43" N., long. 86°41'05" W.)

That airspace within a 5-mile radius of the Huntsville International-Carl T. Jones Field extending upward from the surface to and including 4,600 feet MSL, excluding that airspace within a 1-mile radius of the Redstone Army Air Field; and that airspace within a 10-mile radius of the airport from the 015° bearing from the airport clockwise to the 145° bearing from the airport extending upward from 2,400 feet MSL to and including 4,600 feet MSL; and that airspace within a 10-mile radius of the airport from

the 145° bearing from the airport clockwise to the 015° bearing from the airport extending upward from 2,000 feet MSL to and including 4,600 feet MSL. All airspace contained within Restricted Areas R-2104A, R-2104B, and R-2104C is excluded from this Class C airspace area when they are active. This Class C 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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ASO SC C Columbia Metropolitan Airport, SC (Revised)

Columbia Metropolitan Airport, SC (Lat. 33°56'26" N., long. 81°07'09" W.)

Columbia Owens Downtown Airport (Lat. 33°58'15" N., long. 80°59'44" W.)

That airspace extending upward from the surface to and including 4,200 feet MSL within a 5-mile radius of the Columbia Metropolitan Airport excluding that airspace within a 2-mile radius of the Columbia Owens Downtown Airport; and that airspace extending upward from 2,000 feet MSL to 4,200 feet MSL within a 10-mile radius of the Columbia Metropolitan Airport from the 004° bearing from the airport clockwise to the 094° bearing from the airport, and that airspace extending upward from 1,800 feet MSL to 4,200 feet MSL within a 10-mile radius of the airport from the 094° bearing from the airport clockwise to the 004° bearing from the airport.

* * * * *

ASO TN C Chattanooga, Lovell Field, TN (Revised)

Chattanooga, Lovell Field, TN (Lat. 35°02'07" N., long. 85°12'14" W.)

That airspace within a 5-mile radius of Lovell Field, extending upward from the surface to and including 4,700 feet MSL; and that airspace within a 10-mile radius of the airport from the 350° bearing from the airport clockwise to the 058° bearing from the airport extending upward from 2,200 feet MSL to and including 4,700 feet MSL; and that airspace within a 10-mile radius of the airport from the 058° bearing from the airport clockwise to the 234° bearing from the airport extending upward from 2,600 feet MSL to and including 4,700 feet MSL; and that airspace within a 10-mile radius of the airport from the 234° bearing from the airport clockwise to the 350° bearing from the airport extending upward from 3,300 feet MSL to and including 4,700 feet MSL. This Class C 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 Designated as a Surface Area for an Airport

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ASO AL E2 Huntsville, AL (New)

Huntsville International-Carl T. Jones Field, AL (Lat. 34°38'25" N., long. 86°46'23" W.)

Redstone Army Air Field (Lat. 34°40'43" N., long. 86°41'05" W.)

(Lat. 34°40'43" N., long. 86°41'05" W.)

Within a 5-mile radius of the Huntsville International-Carl T. Jones Field Airport, excluding that airspace within a 1-mile radius of the Redstone Army Air Field. 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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ASO TN E2 Chattanooga, Lovell Field, TN (New)

Chattanooga, Lovell Field, TN (Lat. 35°02'07" N., long. 85°12'14" W.)

Within a 5-mile radius of Lovell Field. 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 Washington, DC, on February 1, 1995.

Nancy B. Kalinowski,

Acting Manager, Airspace—Rules and Aeronautical Information Division.

[FR Doc. 95–3122 Filed 2–7–95; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 71

[Airspace Docket No. 94–AWA–9]

Modification of the Roanoke Regional/Woodrum Field, VA, and Rochester-Monroe County Airport, NY, Class C Airspace Areas and Establishment of the Roanoke Regional/Woodrum Field, VA, Class E Airspace Area

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule modifies the Class C airspace areas at Roanoke Regional/Woodrum Field, VA, and Rochester-Monroe County Airport, NY. The effective hours of the Roanoke Regional/Woodrum Field, VA, Class C airspace area will coincide with the associated radar approach control facility's hours of operation. This action changes the name of the Rochester-Monroe County Airport, NY, to Greater Rochester International Airport, NY. This rule will not change the designated boundaries or altitudes of these Class C airspace areas. Class C airspace areas are predicated on an operational air traffic control tower serviced by a radar approach control facility. In addition, this action establishes Class E airspace at Roanoke Regional/Woodrum Field, VA, when the associated radar approach control facility is not in operation.

EFFECTIVE DATE: 0901 UTC, March 30, 1995.