

Issued in Fort Worth, Texas, on May 17, 1995.
Eric Bries,
*Acting Manager, Rotorcraft Directorate,
 Aircraft Certification Service.*
 [FR Doc. 95-12608 Filed 5-24-95; 8:45 am]
 BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 95-AWP-7]

Amendment of Class E Airspace Areas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace areas at Hilo International, General Field, HI, Kaneohe Marine Corps Air Station (MCAS), HI, Lihue Airport, HI, and Crows Landing Naval Auxiliary Landing Field (NALF), CA. Presently, the Class E2 airspace areas at Hilo, HI, Kaneohe MCAS, HI, and Lihue, HI, are incorrectly referenced in the Airport/Facility Directory. This action will correct that error by properly referencing these Class E airspace areas in the Airport/Facility Directory, Pacific Chart Supplement. This action also corrects an error in the geographic coordinates of the E2 airspace area at Crows Landing NALF, CA, and the E4 airspace area at Hilo, HI.

EFFECTIVE DATE: 0901 UTC, July 20, 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:

The Rule

This action correctly references the Class E2 airspace areas at Hilo, HI, Kaneohe MCAS, HI, and Lihue, HI, in the Airport/Facility Directory of the Pacific Chart Supplement. This action also corrects an error in the geographic coordinates of the E2 airspace area at Crows Landing NALF, CA, and the E4 airspace area at Hilo, HI. This action is editorial in nature. I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary, because this action is a minor technical amendment in which the public is not particularly interested. Class E airspace designations are published in paragraphs 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 E airspace designations listed in this document will be published subsequently in the Order.

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 not 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, Incorporated 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 the Federal Aviation Administration Order 7400.09B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6002 Class E airspace area designated as a surface for an airport.

* * * * *

AWP HI E2 Hilo, HI [Revised]

Hilo International, General Lyman Field, HI (Lat. 19°43'13"N, long. 155°02'55"W)

That airspace extending upward from the surface within a 4.3-mile radius of General Lyman Field. This Class E airspace is effective during the specific dated 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, Pacific Chart Supplement.

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AWP HI E2 Kaneohe MCAS, HI [Revised]

Kaneohe MCAS, HI (Lat. 21°27'06"N, long. 157°46'10"W)

That airspace extending upward from the surface within a 4.3-mile radius of Kaneohe MCAS. This Class E airspace 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, Pacific Chart Supplement.

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AWP HI E2 Lihue, HI [Revised]

Lihue Airport, HI (Lat. 21°58'34"N, long. 159°20'20"W)

That airspace extending upward from the surface within a 4.3-mile radius of Lihue Airport. This Class E airspace 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, Pacific Chart Supplement.

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AWP CA E2 Crows Landing NALF, CA [Revised]

Crows Landing NALF, CA (Lat. 37°24'29"N, long. 121°06'34"W)
 Patterson Airport, CA (Lat. 37°28'07"N, long. 121°10'10"W)

That airspace extending upward from the surface within a 5-mile radius of Crows Landing NALF, excluding the airspace 3 miles west of and parallel to the 164°/344° bearing from/to Crows Landing NALF, and excluding that portion within a 1-mile radius of Patterson Airport. This Class E airspace 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 HI E4 Hilo, HI [Revised]

Hilo International, General Lyman Field, HI (Lat. 19°43'13"N, long. 155°02'55"W)
 Hilo VORTAC (Lat. 19°43'17"N, long. 155°00'39"W)

That airspace extending upward from the surface within 3 miles each of the Hilo VORTAC 090° radial, extending from the 4.3-mile radius of General Lyman Field to 8.7 miles east of the VORTAC. 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, Pacific Chart Supplement.

Issued in Los Angeles, California, on April 24, 1995.

Richard R. Lien,

Manager, Air Traffic Division Western-Pacific Region.

[FR Doc. 95-12898 Filed 5-24-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-AWA-7]

Modification of the Cedar Rapids Municipal Airport, IA, Corpus Christi International Airport, TX, Harlingen Rio Grande Valley International Airport, TX, Abilene Regional Airport, TX, Dyess AFB, TX, and Santa Barbara Municipal Airport CA, Class C Airspace Areas and Establishment of the Cedar Rapids Municipal Airport, IA, Class E Airspace Area

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule modifies the Class C airspace areas at Cedar Rapids Municipal Airport, IA, Corpus Christi International Airport, TX, Harlingen Rio Grande Valley International Airport, TX, Abilene Regional Airport, TX, Dyess AFB, TX, and Santa Barbara Municipal Airport, CA. Class C airspace areas are predicated on an operational air traffic control tower (ATCT) serviced by a radar approach control facility. This action modifies these areas to reflect the radar approach control facility's hours of operation. The designated boundaries or altitudes of these Class C airspace areas will remain as they currently exist. In addition, this action establishes Class E airspace at Cedar Rapids Municipal Airport, IA, when the associated radar approach control facility is not in operation.

EFFECTIVE DATE: 0901 UTC, July 20, 1995.

FOR FURTHER INFORMATION CONTACT: William C. Nelson, 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) 267-9295.

SUPPLEMENTARY INFORMATION:

History

On April 5, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify Class C airspace areas at Cedar Rapids Municipal Airport, IA, Corpus Christi

International Airport, TX, Harlingen Rio Grande Valley International Airport, TX, Abilene Regional Airport, TX, Dyess AFB, TX, and Santa Barbara Municipal Airport, CA, and to establish Class E airspace at Cedar Rapids Municipal Airport, IA (60 FR 17284). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received. Except for editorial changes, this amendment is the same as that proposed in the notice. Class C and Class 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 Cedar Rapids Municipal Airport, IA, Corpus Christi International Airport, TX, Harlingen Rio Grande Valley International Airport, TX, Abilene Regional Airport, TX, Dyess AFB, TX, and Santa Barbara Municipal Airport, CA. These areas are modified to reflect the radar approach control facility's hours of operation. The designated boundaries or altitudes of these Class C airspace areas will not change. In addition, this action establishes Class E airspace at Cedar Rapids Municipal Airport, IA, 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. 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 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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ACE IA C Cedar Rapids Municipal Airport, IA (Revised)

Cedar Rapids Municipal Airport, IA (Lat. 41°53'05" N., long. 91°42'40" W.)

That airspace extending upward from the surface to and including 4,900 feet MSL within a 5-mile radius of Cedar Rapids Municipal Airport and that airspace extending upward from 2,100 feet MSL to and including 4,900 feet MSL within a 10-mile radius of Cedar Rapids Municipal Airport. The 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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ASW TX C Corpus Christi International Airport, TX (Revised)

(Corpus Christi International Airport, TX (Lat. 27°46'13" N., long. 97°30'04" W.)

That airspace extending upward from the surface to and including 4,000 feet MSL within a 5-mile radius of the Corpus Christi International Airport, and that airspace extending upward from 1,200 feet MSL to 4,000 feet MSL within a 10-mile radius of the airport from the 287° bearing from the airport clockwise to the 197° bearing from the airport, and that airspace extending upward from 1,500 feet MSL to 4,000 feet MSL within a 10-mile radius of the airport from the 197° bearing from the airport clockwise to the 287° bearing from the airport.

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ASW TX C Harlingen, TX (Revised)

Rio Grande Valley International Airport, TX (Lat. 26°13'42" N., long. 97°39'16" W.)

That airspace extending upward from the surface to and including 4,000 feet MSL