

AWP CA E5 Alturas, CA [Revised]

Alturas Municipal Airport, CA
(lat. 41°28'59" N, long. 120°33'55" W)

That airspace extending upward from 700 feet above the surface beginning at lat. 41°34'00" N, long. 120°46'24" W; to lat. 41°36'50" N, long. 120°30'19" W; to lat. 41°14'20" N, long. 120°23'49" W; to lat. 41°11'35" N, long. 120°39'34" W, thence to the point of beginning. That airspace extending upward from 1,200 feet above the surface beginning at lat. 41°22'10" N, long. 120°58'04" W; to lat. 41°41'00" N, long. 120°41'04" W; to lat. 41°41'00" N, long. 120°20'00" W; to lat. 41°14'00" N, long. 120°15'00" W; to lat. 41°02'00" N, long. 120°39'30" W, thence to the point of beginning.

* * * * *

Issued in Los Angeles, California, on December 21, 1995.

Harvey R. Riebel,

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

[FR Doc. 96-375 Filed 1-9-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ACE-03]

**Amendment to Class E Airspace;
Fremont, NE**

AGENCY: Federal Aviation
Administration [FAA], DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Fremont, NE to accommodate a planned Standard Instrument Approach Procedure (SIAP) at the Fremont Municipal Airport. This action will provide additional controlled airspace necessary for the planned SIAP utilizing the Fremont, NE, Non-directional Radio Beacon (NDB) and the Scribner, NE, Very High Frequency Omnidirectional Range (VOR).

EFFECTIVE DATE: 0901 UTC April 25, 1996.

FOR FURTHER INFORMATION CONTACT:
Kathy Randolph, Air Traffic Operations
Branch, ACE-530C, Federal Aviation
Administration, 601 E. 12th St., Kansas
City, Missouri 64106; telephone (816)
426-3408.

SUPPLEMENTARY INFORMATION:

History

On November 3, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E airspace area at Fremont, NE. (60 FR 55814). The proposed action would provide additional controlled airspace to accommodate the new SIAP to Fremont Municipal Airport.

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 E airspace areas extending from 700 feet or more above the surface of the earth are published in paragraphs 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 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) amends the Class E airspace area at Fremont, NE, by providing additional controlled airspace for aircraft executing the new SIAP to the airport.

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 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

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

* * * * *

ACE NE E5 Fremont, NE [Revised]

Fremont Municipal Airport, NE
(lat. 41°26'49" N, long. 96°31'03" W)

Fremont NDB

(lat. 41°27'01" N, long. 96°31'05" W)

Scribner VOR

(lat. 41°36'19" N., long. 96°37'44" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Fremont Municipal Airport and within 2.6 miles each side of the 306° bearing from the Fremont NDB extending from the 6.4-mile radius to 7 miles northwest of the airport, and within 2 miles each side of the Scribner VOR 153° radial extending from the Scribner VOR to the 6.4-mile radius of the Fremont Municipal Airport.

* * * * *

Issued in Kansas City, MO on December 21, 1995.

Richard L. Day,

Acting Manager, Air Traffic Division, Central
Region.

[FR Doc. 96-374 Filed 1-9-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-AGL-13]

**Establishment of Class E Airspace;
Eagle Butte, SD**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Eagle Butte, SD. A Global Positioning System (GPS) standard instrument approach procedure (SIAP) to Runway 31 has been developed for the Cheyenne Eagle Butte Airport. The intended effect of this action is to provide controlled airspace extending upward from 700 feet above ground level (AGL) and 1200 feet AGL is needed for aircraft executing the approach.

EFFECTIVE DATE: 0901 UTC, April 25, 1996.

FOR FURTHER INFORMATION CONTACT:
Eleanor J. Williams, Air Traffic Division,
System Management Branch, AGL-530,
Federal Aviation Administration, 2300
East Devon Avenue, Des Plaines, Illinois
60018, telephone (708) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On October 30, 1995, the FAA proposed to amend part 71 of the

Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Eagle Butte, SD (60 FR 55227). The proposal was to add controlled airspace for aircraft executing the GPS SIAP at Cheyenne Eagle Butte Airport.

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 E airspace designations for 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 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) establishes Class E airspace at Eagle Butte, SD to provide adequate controlled airspace for operators executing the GPS Runway 31 SIAP at Cheyenne Eagle Butte Airport. Controlled airspace extending upward from 700 feet AGE and 1200 feet AGL is needed for aircraft executing the approach. The area will be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures.

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

* * * * *

AGL SD E5 Eagle Butte, SD [New]

Cheyenne Eagle Butte Airport
(lat 44°59'06" N, long. 101°15'07" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Cheyenne Eagle Butte Airport and that airspace extending upward from 1,200 feet above the surface from the 7-mile radius to the 9-mile radius northwest of the airport clockwise from V120 to V344 and from the 7-mile radius to the 19-mile radius east of the airport clockwise from V344 to V120 excluding that airspace within all Federal Airways.

* * * * *

Issued in Des Plaines, Illinois on December 29, 1995.

Jeffrey L. Griffith,

Acting Manager, Air Traffic Division

[FR Doc. 96–372 Filed 1–9–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 95

[Docket No. 28416; Amdt. No. 393]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, January 4, 1996.

FOR FURTHER INFORMATION CONTACT: Paul J. Best, Flight Procedures Standards Branch (AFS–420), Technical Programs Division, Flight Standards Service Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone: (202) 267–8277.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days. 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. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities