

Rules (IFR) operations at Winnemucca Municipal Airport, Winnemucca, 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

On November 8, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at Winnemucca, NV (60 FR 56277). This action will provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Winnemucca Municipal Airport, Winnemucca, NV.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations 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 designations listed in this document will be published subsequently in this Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Winnemucca, NV. The development of a GPS SIAP at Winnemucca Municipal Airport has made this action necessary. The intended effect of this action is to provide adequate Class E airspace for aircraft executing the GPS RWY 14/32 SIAP at Winnemucca Municipal Airport, Winnemucca NV.

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 10034; 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 would 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).

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 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.

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AWP NV E5 Winnemucca, NV [Revised]

Winnemucca Municipal Airport, NV
 (lat. 40°53'47"N, long. 117°48'21"W)

Winnemucca NDB
 (lat. 40°57'48"N, long. 117°50'29"W)

Battle Mountain VORTAC
 (lat. 40°34'09"N, long. 116°55'20"W)

That airspace extending upward from 700 feet above the surface within a 4.3-mile radius of the Winnemucca Municipal Airport and within 7.8 miles northwest and 4.3 miles east of the Winnemucca NDB 342° and 162° bearings, extended from 4.3 miles south to 8.7 miles north of the NDB. That airspace extending upward from 1,200 feet above the surface within 4.3 miles northeast and 9.6 miles southwest of the Winnemucca NDB 342° and 162° bearings, extending from the southeast edge of V-113 to 9.6 miles southeast of the NDB and within 4.3 miles each of the 162° bearing from the Winnemucca NDB, extending from the 9.6 miles southeast of the NDB to the north edge of V-32 and within 4.3 miles each side of the Battle Mountain VORTAC 296° radial extending from 10.4 miles to 43.4 miles northwest of the Battle Mountain VORTAC and that airspace bounded by a line beginning at lat. 40°33'00"N, long. 117°52'00"W; to lat. 40°37'30"N, long. 117°47'00"W; to lat. 40°34'00"N, long. 117°46'00"W, thence to the point of beginning and that airspace bounded by a line beginning at lat. 41°05'00"N, long. 118°12'30"W to lat. 41°10'00"N, long. 118°08'30"W, at lat. 41°03'00"N, long. 118°06'00"W, thence to the point of

beginning and that airspace bounded by a line beginning at lat. 40°46'00"N, long. 117°39'00"W, to lat. 40°37'00"N, long. 117°35'00"W, to lat. 40°34'30"N, long. 117°34'30"W, thence to the point of beginning.

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

Harvey R. Riebel,

Acting Manager, Air Traffic Division,

[FR Doc. 96-377 Filed 1-9-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ACE-10]

Amendment to Class E Airspace; Omaha, Millard Airport, NE

AGENCY: Federal Aviation Administration [FAA], DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Omaha, Millard Airport, NE, to accommodate a planned Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) at the Omaha, Millard Airport. This action will provide for additional controlled airspace necessary for the planned GPS SIAP.

DATES: 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 October 30, 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 Omaha, Millard Airport, NE (60 FR 55223). The proposed action would provide additional controlled airspace to accommodate a GPS SIAP to Runway 12 at the Omaha, Millard 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 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) amends the Class E airspace area at Omaha, Millard Airport, by providing additional controlled airspace for aircraft executing the GPS Runway 12 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.

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ACE NE E5 Omaha, Millard Airport, NE [Revised]

Omaha, Millard Airport, NE (lat. 41°11'46"N, long. 96°06'44"W)

Millard NDB (lat. 41°11'42"N, long. 96°06'51"W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Millard Airport and within 4.4 miles each side of the 316° bearing from the

Millard NDB extending from the 6.4-mile radius to 8.3 miles northwest of the airport, excluding that airspace which lies within the Eppley Airfield and Offutt Air Force Base E5 airspace.

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

Richard L. Day,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 96–376 Filed 1–9–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 95–AWP–37]

Amendment of Class E Airspace; Alturas, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class E airspace area at Alturas, CA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 31 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Alturas Municipal Airport, Alturas, CA.

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

On November 8, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at Alturas, CA (60 FR 56276). This action will provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Alturas Municipal Airport, Alturas, CA.

Interested parties were invited to participate in this rulemaking proceedings by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 15, 1995, which

is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in this Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Alturas, CA. The development of a GPS SIAP at Alturas Municipal Airport has made this action necessary. The intended effect of this action is to provide adequate Class E airspace for aircraft executing the GPS RWY 31 SIAP at Alturas Municipal Airport, Alturas, CA.

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 10034; 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 would 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

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The Amendment

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PART 71—[AMENDED]

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

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