

(Lat. 29°21'16" N., long. 99°10'33" W.)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of the Hondo Municipal Airport and within 8 miles west and 4 miles east of the 180° bearing from the Hondo RBN extending from the airport to 16 miles south of the RBN and within 2.3 miles each side of the 352° radial of the Hondo VOR extending from the 6.7-mile radius to 6.9 miles north of the airport and within 2 miles each side of the 360° radial of the airport extending from the 6.7-mile radius to 10.5 miles north of the airport.

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Issued in Fort Worth, TX, on May 15, 1996.

Albert L. Viselli,

*Acting Manager, Air Traffic Division,
Southwest Region.*

[FR Doc. 96-13930 Filed 6-3-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ASW-15]

Revision of Class E Airspace; Gainesville, TX

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Gainesville, TX. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 17 at Gainesville Municipal Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the GPS SIAP to RWY 17 at Gainesville Municipal Airport, Gainesville, TX.

EFFECTIVE DATE: 0901 u.t.c., August 15, 1996.

FOR FURTHER INFORMATION CONTACT: Chuck Frankenfield, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5591.

SUPPLEMENTARY INFORMATION:

History

On January 24, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Gainesville, TX, was published in the Federal Register (61 FR 1860). A GPS SIAP to RWY 17 developed for Gainesville Municipal Airport, Gainesville, TX, requires the revision of the Class E airspace at this airport. The proposal was to revise the

controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments.

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. The rule is adopted as prepared.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL 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 located at Gainesville Municipal Airport, Gainesville, TX, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS SIAP to RWY 17.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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 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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ASW TX E5 Gainesville, TX [Revised]

Gainesville Municipal Airport, TX

(Lat. 33°38'57" N., long. 97°11'43" W.)

Gainesville RBN

(Lat. 33°42'24" N., long. 99°10'19" W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Gainesville Municipal Airport and within 1.5 miles each side of the 003° bearing from the Gainesville RBN extending from the 6.6-mile radius to 9.3 miles north of the airport and within 1 mile each side of the 001° bearing from the airport from the 6.6-mile radius to 10.4 miles north of the airport.

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Issued in Fort Worth, TX, on May 15, 1996.

Albert L. Viselli,

*Acting Manager, Air Traffic Division,
Southwest Region.*

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BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ASW-32]

Establishment of Class E Airspace; Sallisaw, OK

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace extending upward from 700 feet above ground level (AGL) at Sallisaw, OK. The development of a Global Positioning System (GPS) standard instrument approach procedure (SIAP) to Runway (RWY) 35 and a SIAP, utilizing the Sallisaw Nondirectional Radio Beacon (NDB) at Sallisaw Municipal Airport have made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the GPS SIAP to RWY 35 and the NDB or GPS SIAP to RWY 35 at Sallisaw Municipal Airport, Sallisaw, OK.

EFFECTIVE DATE: 0901 U.T.C., August 15, 1996.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

History

On January 31, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish the Class E airspace at Sallisaw, OK, was published in the Federal Register (61 FR 3354). A GPS SIAP to RWY 35 and a NDB or GPS SIAP to RWY 35 developed for Sallisaw Municipal Airport, Sallisaw, OK, requires the establishment of Class E airspace at this airport. The proposal was to establish controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments.

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. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL 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 Sallisaw, OK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS SIAP and NDB or GPS SIAP to RWY 35 at Sallisaw Municipal Airport.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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 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.

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 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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ASW OK E5 Sallisaw, OK [New]

Sallisaw Municipal Airport, OK
(Lat. 35°26'18" N., long. 94°48'08" W.)

Sallisaw NDB
(Lat. 35°23'55" N., long. 94°47'39" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Sallisaw Municipal Airport and within 3.2 miles each side of the 165° bearing

of the Sallisaw NDB extending from the 6.5-mile radius of 9.5 miles south of the airport.

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Issued in Fort Worth, TX on May 15, 1996.

Albert L. Viselli,

*Acting Manager, Air Traffic Division,
Southwest Region.*

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BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ASW-21]

**Establishment of Class E Airspace;
Livingston, TX**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace extending upward from 700 feet above ground level (AGL) at Livingston, TX. The development of a Global Positioning System (GPS) standard instrument approach procedure (SIAP) to Runway (RWY) 30 at Livingston Municipal Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the GPS SIAP to RWY 30 at Livingston Municipal Airport, Livingston, TX.

EFFECTIVE DATE: 0901 U.T.C., August 15, 1996.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

History

On January 24, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish the Class E airspace at Livingston, TX, was published in the Federal Register (61 FR 1874). A GPS SIAP to RWY 30 developed for Livingston Municipal Airport, Livingston, TX, requires the establishment of Class E airspace at this airport. The proposal was to establish controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments.

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