

1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involved an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed 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 proposed 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).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend part 71 of the Federal Aviation Regulations (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. 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 6002—Class E Airspace Areas Designated As a Surface Area For An Airport.

* * * * *

AAL AK E2 Cordova, AK [Revised]

Cordova, Merle K. (MUDHOLE) Smith Airport, AK
(Lat. 60°29'31" N, long. 145°28'39" W)
Glacier River NDB

(Lat. 60°29'56" N, long. 145°28'28" W)

Within a 4.1-mile radius of the Merle K. (MUDHOLE) Smith Airport and within 2.1 miles each side of the 222° bearing from the

Glacier River NDB extending from the 4.1-mile radius to 10 miles southwest of the airport within 2.2 miles each side of the 142° bearing from the NDB extending from the 4.1-mile radius to 10.4 miles southeast of the airport; excluding that airspace north of a line from lat. 60°32'48"N, long. 145°34'06"W; to lat. 60°31'00"N, long. 145°20'00"W.

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Issued in Anchorage, AK, on December 20, 1994.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 95–365 Filed 1–5–95; 8:45 am]

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14 CFR Part 71

[Airspace Docket No. 94–AWA–5]

Proposed 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 Proposed 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: Notice of proposed rulemaking.

SUMMARY: This proposed rule would 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. This proposed action would correct the name of the Birmingham Municipal Airport to Birmingham International Airport, and modify 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 would be amended to coincide with the associated radar approach control facility's hours of operation. Class C airspace areas are predicated on an operational air traffic control tower (ATCT) serviced by a radar approach control facility. This proposal would not change the designated boundaries or altitudes of these Class C airspace areas. In addition, this notice proposes to establish 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.

DATES: Comments must be received on or before January 23, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket [AGC–200], Airspace Docket No. 94–AWA–5, 800 Independence Avenue, SW., Washington, DC 20591.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

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:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped, postcard on which the following statement is made:

“Comments to Airspace Docket No. 94–AWA–5.” The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each