

airport from the 234° bearing from the airport clockwise to the 350° bearing from the airport extending upward from 3,300 feet MSL to and including 4,700 feet MSL. This 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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*Paragraph 6002—Class E Airspace Areas Designated as a Surface Area for an Airport*

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#### **ASO AL E2 Huntsville, AL [New]**

Huntsville International-Carl T. Jones Field, AL

(Lat. 34°38'25" N., long. 86°46'23" W.)

Redstone Army Air Field

(Lat. 34°40'43" N., long. 86°41'05" W.)

Within a 5-mile radius of the Huntsville International-Carl T. Jones Field Airport, excluding that airspace within a 1-mile radius of the Redstone Army Air Field. 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.

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#### **ASO TN E2 Chattanooga, Lovell Field, TN [New]**

Chattanooga, Lovell Field, TN

(Lat. 35°02'07" N., long. 85°12'14" W.)

Within a 5-mile radius of Lovell Field. 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.

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Issued in Washington, DC, on December 28, 1994.

**Harold W. Becker,**

*Manager, Airspace-Rules and Aeronautical Information Division.*

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#### **14 CFR Part 71**

[Airspace Docket No. 93-AEA-02]

#### **Proposed Modification of Class E Airspace; Dunkirk, NY**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to revise Class E Airspace in the vicinity of Dunkirk, NY, to provide additional controlled airspace for aircraft operations conducted under instrument flight rules (IFR) to and from the Angola Airport, NY. Airspace reclassification, in effect as of September 16, 1993, has discontinued the use of the term "transition area," and certain controlled

airspace areas designated from 700 feet above the surface of the earth are now Class E airspace.

**DATES:** Comments must be received on or before February 1, 1995.

**ADDRESSES:** Send comments on the proposal in triplicate to: Michael Sammartino, Manager, System Management Branch, AEA-530, Docket No. 93-AEA-02, F.A.A. Eastern Region, Fitzgerald Federal Building No. 111, John F. Kennedy Int'l Airport, Jamaica, NY 11430.

The official docket may be examined in the Office of the Assistant Chief Counsel, AEA-7, at the same address.

An informal docket may also be examined during normal business hours in the Office of the Manager, System Management Branch, Air Traffic Division, at the address shown above.

**FOR FURTHER INFORMATION CONTACT:** Frank Jordan, Designated Airspace Specialist, System Management Branch, AEA-530, F.A.A. Eastern Region, Fitzgerald Federal Building No. 111, John F. Kennedy International Airport, Jamaica, NY 11430; telephone: (718) 553-0857.

#### **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. 93-ARA-02". 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

substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### **Availability of NPRMs**

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Office of the Assistant Chief Counsel, AEA-7, F.A.A. Eastern Region, Fitzgerald Federal Building No. 111, John F. Kennedy International Airport, Jamaica, NY 11430. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

#### **The Proposal**

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish additional Class E Airspace for IFR aircraft operations in the vicinity of Dunkirk, NY. Airspace reclassification, in effect as of September 16, 1993, has discontinued the use of the term "Transition Area," and certain controlled airspace areas extending upward from 700 feet above the surface of the earth are now Class E airspace. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 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 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, when promulgated, this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.