

§ 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 5000 Class D airspace.

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ASO GA D Marietta, GA [New]

Cobb County-McCollum Field, GA

(lat. 34°00'47" N, long. 84°35'55" W)

Dobbins ARB (NAS Atlanta)

(lat. 33°54'55" N, long. 84°30'59" W)

That airspace extending upward from the surface to and including 3500 feet MSL within a 4-mile radius of Cobb County-McCollum Field, excluding that airspace southeast of a line connecting the 2 points of intersection with a 5.5-mile radius centered on Dobbins ARB (NAS Atlanta). This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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ASO GA D Marietta Dobbins ARB (NAS Atlanta), GA [Revised]

Dobbins ARB (NAS Atlanta), GA

(lat. 33°54'55" N, long. 84°30'59" W)

Cobb County-McCollum Field

(lat. 34°00'47" N, long. 84°35'55" W)

Fulton County Airport-Brown Field

(lat. 33°46'45" N, long. 84°31'17" W)

That airspace extending upward from the surface to and including 3600 feet MSL within a 5.5-mile radius of Dobbins ARB (NAS Atlanta), excluding that airspace northwest of a line connecting the 2 points of intersection with a 4-mile radius centered on Cobb County-McCollum Field, and also excluding that airspace south of a line connecting the 2 points of intersection with a 4-mile radius centered on Fulton County Airport-Brown Field. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times 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 GA E2 Marietta, GA [New]

Cobb County-McCollum Field, GA

(lat. 34°00'47" N, long. 84°35'55" W)

Dobbins ARB (NAS Atlanta)

(lat. 33°54'55" N, long. 84°30'59" W)

Within a 4-mile radius of Cobb County-McCollum Field, excluding that airspace southeast of a line connecting the 2 points of intersection with a 5.5-mile radius centered on Dobbins ARB (NAS Atlanta). This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and

times will thereafter be continuously published in the Airport/Facility Directory.

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ASO GA E2 Marietta Dobbins ARB (NAS Atlanta), GA [Revised]

Dobbins ARB (NAS Atlanta), GA

(lat. 33°54'55" N, long. 84°30'59" W)

Cobb County-McCollum Field

(lat. 34°00'47" N, long. 84°35'55" W)

Fulton County Airport-Brown Field

(lat. 33°46'45" N, long. 84°31'17" W)

Within a 5.5-mile radius of Dobbins ARB (NAS Atlanta), excluding that airspace northwest of a line connecting the 2 points of intersection with a 4-mile radius centered on Cobb County-McCollum Field, and also excluding that airspace south of a line connecting the 2 points of intersection with a 4-mile radius centered on Fulton County Airport-Brown Field. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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Paragraph 6004 Class E airspace areas designated as an extension to a Class D surface area

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ASO GA E4 Atlanta Dobbins AFB, GA [Removed]

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Issued in College Park, Georgia, on June 26, 1995.

Stanley Zylowski,

Acting Manager, Air Traffic Division,
Southern Region.

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14 CFR Part 71**[Airspace Docket No. 93-ASW-35]****Establishment of Class E Airspace; Gonzales, LA**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes the Class E airspace at Gonzales, LA. A Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) standard instrument approach procedure (SIAP) at Louisiana Regional Airport, Gonzales, LA, has made this action necessary. Controlled airspace extending upward from 700 feet above ground level (AGL) is needed for aircraft executing the SIAP. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the SIAP at Louisiana Regional Airport in Gonzales, LA.

EFFECTIVE DATE: 0901 UTC, September 14, 1995.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION:**History**

On December 1, 1993, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish the Class E airspace at Gonzales, LA, was published in the **Federal Register** (58 FR 63308). Class E airspace is necessary for aircraft executing the newly developed VOR/DME SIAP. The proposal was to establish the Class E airspace extending upward from 700 feet AGL for 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. Therefore, the action is adopted as proposed except for editorial changes.

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 7400.9B 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 will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes the Class E airspace located at Louisiana Regional Airport, Gonzales, LA, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the VOR/DME SIAP.

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