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Figure 13

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the use of the shield.

Figure 14

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Dated: January 12, 1995.

**Sharon Bomer Lauritsen,**

*Director, Fruit and Vegetable Division.*

[FR Doc. 95-1252 Filed 1-17-95; 8:45 am]

BILLING CODE 3410-02-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 94-AWP-19]

#### Amendment of Class E Airspace; Marysville, CA

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

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies the Class E airspace area at Marysville, CA, to accommodate a planned Instrument Landing System (ILS) Standard Instrument Approach Procedure (SIAP) at the Lincoln Municipal Airport. This action will provide for additional controlled airspace necessary for the planned ILS SIAP.

**EFFECTIVE DATE:** 0901 UTC, March 30, 1995.

**FOR FURTHER INFORMATION CONTACT:**  
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Branch, AWP-530, Air Traffic Division,  
Western-Pacific Region, Federal  
Aviation Administration, 15000  
Aviation Boulevard, Lawndale,

California, 90261, telephone (310) 297-0010.

#### SUPPLEMENTARY INFORMATION:

##### History

On July 15, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E airspace area at Marysville, CA (59 FR 36099). This action will provide additional controlled airspace to accommodate an ILS SIAP to Runway 15 at Lincoln Municipal Airport.

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 areas extending from 700 feet or more above the surface are published in paragraphs 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 Regulation amends the Class E airspace area at Marysville, CA, by providing additional controlled airspace for aircraft executing the ILS Runway 15 SIAP to the Lincoln Municipal 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

Airspace Safety, 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. 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 the Federal Aviation Administration Order 7400.9B Airspace Designations and Reporting Points,