

intended regulation justify its costs. Second, the Regulatory Flexibility Act of 1980 requires agencies to analyze the economic effect of regulatory changes on small entities. Third, the Office of Management and Budget directs agencies to assess the effect of regulatory changes on international trade. In conducting these analyses, the FAA has determined that this final rule will generate benefits that justify its costs and is not "a significant regulatory action" as defined in the Executive Order and the Department of Transportation Regulatory Policies and Procedures. The final rule will not have a significant impact on a substantial number of small entities and will not constitute a barrier to international trade. These analyses, available in the docket, are summarized below.

The final rule is cost-relieving in nature. It will provide reduced navigation costs for pilots who navigate around the current Class C airspace area. Pilots will no longer face the operational requirements (i.e. communicating and complying with air traffic control) of Class C airspace in that area. In addition, since Castle AFB is being closed, the primary source of the aircraft traffic volume and complexity will be removed. This means that revoking the Class C and Class E airspace areas will not compromise safety. Therefore, the FAA finds the final rule to be cost-beneficial.

Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small entities are not unnecessarily and disproportionately burdened by Federal regulations. The RFA requires a Regulatory Flexibility Analysis if a final rule will have "a significant economic impact on a substantial number of small entities." The final rule is cost-relieving in nature and will not impose any costs on small entities. Thus, the final rule will not result in "a significant economic impact on a substantial number of small entities."

International Trade Impact Assessment

The final rule will not constitute a barrier to international trade, including the export of U.S. goods and services to foreign countries and the import of foreign goods and services into the United States. The final rule will not impose costs on aircraft operators or aircraft manufacturers in the United States or foreign countries. The revocation of the Class C and Class E airspace areas will only affect U.S. terminal airspace operating procedures at and in the vicinity of Merced, Castle

AFB, CA. The final rule will not have international trade ramifications because it is a domestic airspace matter that will not impose additional costs or requirements on affected entities.

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 is revised 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 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 4000—Subpart C—Class C Airspace
* * * * *

AWP CA C Merced, Castle AFB, CA
[Removed]

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Paragraph 6003—Subpart E—Class E Airspace Areas Designated as an Extension to a Class C Surface Area.
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AWP CA E3 Merced, Castle AFB, CA
[Removed]

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Issued in Washington, DC, on June 29, 1995.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95-17405 Filed 7-14-95; 8:45 am]

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14 CFR Part 71

[Airspace Docket No. 95-ASW-05]

Revision of Class D Airspace; Kelly Air Force Base, San Antonio, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: This action revises the Class D airspace at Kelly Air Force Base (AFB), San Antonio, TX. This revision of Class D airspace results from an error

made during reclassification of the airspace. During reclassification, the airspace was described by reference to the 159° radial off the Kelly Tactical Air Navigation (TACAN), rather than the correct 339° radial. This action is intended to correct the Class D airspace description by correcting the radial to be flown by aircraft executing the standard instrument approach procedures at Kelly AFB, San Antonio, TX.

EFFECTIVE DATE: 0901 UTC, September 14, 1995.

Comment Date: Comments must be received on or before September 7, 1995.

ADDRESSES: Send comments on the rule in triplicate to Manager, System Management Branch, Air Traffic Division, Federal Aviation Administration Southwest Region, Docket No. 95-ASW-05, Fort Worth, TX 76193-0530. The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, Southwest Region, 2601 Meacham Boulevard, Room 663, Fort Worth, TX, between 9 AM and 3 PM, Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the System Management Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Room 414, Fort Worth, TX.

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

SUPPLEMENTARY INFORMATION:

Request for Comments on the Rule

Although this action is a final rule, which involves the revision of Class D airspace at Kelly AFB, San Antonio, TX, and was not preceded by notice and public procedure, comments are invited on the rule. This rule will become effective on September 14, 1995. However, after the review of any comments and, if the FAA finds that further changes are appropriate, it will initiate rulemaking proceedings to extend the effective date or to amend the regulation.

Interested parties are invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the rule, and in determining whether additional rulemaking is required.