

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 95-AWP-12]

Revocation of Class E Airspace Area; Merced, Castle Air Force Base (AFB), CA, and Amendment of Class E Airspace Areas; Merced Municipal/MacReady Field, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revokes the Class E airspace area at Merced, Castle AFB, CA. This action is necessary due to the closure of Castle AFB, CA. This action also amends the Class E2 and E5 airspace areas at Merced Municipal/MacReady Field, CA.

EFFECTIVE DATE: 0901 UTC, November 9, 1995.

FOR FURTHER INFORMATION CONTACT: Scott Speer, System Management Specialist, System Management 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 June 2, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E airspace areas at Merced, Castle AFB, CA, and Merced Municipal/MacReady Field, CA (60 FR 28764). This action is necessary due to the closure of Castle AFB, CA.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on proposal to the FAA. No comments to the proposal were received. Class E airspace designations are published in paragraph 6000 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 designations listed in this document will be published subsequently in this Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) revokes the Class E3 airspace area at Merced, Castle AFB, CA, and amends the Class E2 and E5 airspace areas at Merced Municipal/MacReady Field, CA, by removing Castle AFB, CA,

Class E3 airspace area from the Class E airspace descriptions at Merced Municipal/MacReady Field, CA.

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 10034; 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, 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 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 the 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 6003 Class E Airspace Areas Designated as an Extension to Class C Surface Area.

* * * * *

AWP CA E3 Merced, Castle AFB, CA [Removed]

* * * * *

Paragraph 6002 Class E Airspace Areas Designated as a Surface Area for an Airport.

* * * * *

AWP CA E2 Merced Municipal/MacReady Field, CA [Revised]

Merced Municipal/MacReady Field, CA (lat. 37°17'05" N, long. 120°30'50" W)

Within a 4.3-mile radius of Merced Municipal/MacReady Field. This Class E airspace 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.

* * * * *

Paragraph 6005 Class E Airspace Areas Extending Upward From 700 feet or More Above the Surface of the Earth.

* * * * *

AWP CA E5 Merced, CA [Revised]

Merced Municipal/MacReady Field, CA (lat. 37°17'05" N, long. 120°30'50" W)

El Nido VOR/DME (lat. 37°13'10" N, long. 120°24'01" W)

That airspace extending upward from 700 feet above the surface within a 6.1-mile radius of Merced Municipal/MacReady Field and within 1.8 mile each side of the El Nido VOR/DME 141° and 321° radials extending from the Merced Municipal/MacReady Field 6.1-mile radius to 2.6 miles southeast of the El Nido VOR/DME. That airspace extending upward from the 1,200 feet above the surface bounded on the northeast and east by V-459, on the south by V-230, on the west by V-109, and on the north by V-244, excluding the portions within the Fresno, CA, the Stockton, CA, and the Modesto, CA, Class E airspace areas. That airspace extending upward from 7,500 feet MSL northeast of Merced Municipal/MacReady Field bounded on the east by V-165, on the southwest by V-459, and on the north by V-244. That airspace extending upward from 12,000 feet MSL east of Merced Municipal/MacReady Field bounded on the east by long. 119°20'04" W, on the south by the Fresno, CA, Class E airspace area, on the west by V-165, and on the north by V-244.

* * * * *

Issued in Los Angeles, California, on July 6, 1995.

James H. Snow,

Acting Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 95-17593 Filed 7-17-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 95

[Docket No. 28270; Amdt. No. 390]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.