

excluding that airspace within a 1½-mile radius of the Waunakee Airport and within 2.4 miles each side of the 134° bearing from the Dane County Regional Airport-Truax Field extending from the 5-mile radius to 7 miles southeast of the Dane County Regional Airport-Truax 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 MS E2 Jackson International Airport, MS [New]

Jackson International Airport, MS
(Lat. 32°18'41" N., long. 90°04'33" W.)

Within a 5-mile radius of Jackson International Airport. 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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Paragraph 6003—Subpart E—Class E Airspace Areas Extending Upward From the Surface Designated as an Extension to a Class C Surface Area

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AGL WI E3 Madison Dane County Regional Airport-Truax Field, WI [New]

Dane County Regional Airport-Truax Field, WI

(Lat. 43°08'22" N., long. 89°20'14" W.)
Waunakee Airport
(Lat. 43°11'00" N., long. 89°27'00" W.)

That airspace extending upward from the surface within 2.4 miles each side of the 358° bearing from the Dane County Regional Airport-Truax Field, extending from the 5-mile radius to 7 miles north of the Dane County Regional Airport-Truax Field and within 2.4 miles each side of the 320° bearing from the 5-mile radius to 7 miles northwest of the Dane County Regional Airport-Truax Field excluding that airspace within a 1½-mile radius of the Waunakee Airport and within 2.4 miles each side of the 134° bearing from the Dane County Regional Airport-Truax Field, extending from the 5-mile radius to 7 miles southeast of the Dane County Regional Airport-Truax 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 February 2, 1995.

Nancy B. Kalinowski,

Acting Manager, Airspace—Rules and Aeronautical Information Division.

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14 CFR Part 71

[Airspace Docket No. 94-AWA-5]

Modification of the Birmingham Municipal, AL, Huntsville International-Carl T. Jones Field, AL, Columbia Metropolitan, SC, and Chattanooga Lovell Field, TN, Class C Airspace Areas and Establishment of the Huntsville International-Carl T. Jones Field, AL, and Chattanooga Lovell Field, TN, Class E Airspace Areas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class C airspace areas at Birmingham Municipal, AL, Huntsville International-Carl T. Jones Field, AL, Columbia Metropolitan, SC, and Chattanooga Lovell Field, TN, Airports. This action corrects the name of the Birmingham Municipal Airport to Birmingham International Airport and modifies the Columbia Metropolitan, SC, airspace designation to reflect continuous operation and availability of services, therein. The effective hours of the Huntsville International-Carl T. Jones Field, AL, and Chattanooga Lovell Field, TN, Class C airspace areas are amended to coincide with the associated radar approach control facility's hours of operation. The designated boundaries and altitudes of these Class C airspace areas will not change. In addition, this docket establishes Class E airspace at Chattanooga Lovell Field, TN, and Huntsville International-Carl T. Jones Field, AL, Airports when the associated radar approach control facility is not in operation.

EFFECTIVE DATE: 0901 UTC, March 30, 1995.

FOR FURTHER INFORMATION CONTACT: Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9255.

SUPPLEMENTARY INFORMATION:

History

On January 6, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Class C airspace areas at Birmingham Municipal, AL, Huntsville International-Carl T. Jones Field, AL, Columbia Metropolitan, SC, and Chattanooga Lovell Field, TN, Airports and establish Class E airspace

areas at Chattanooga Lovell Field, TN, and Huntsville International-Carl T. Jones Field, AL, Airports (60 FR 2046).

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes, this amendment is the same as that proposed in the notice. Class C and E airspace designations are published in paragraphs 4000 and 6002, respectively, 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 C and E airspace designations 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) modifies the Class C airspace areas at Birmingham Municipal, AL, Huntsville International-Carl T. Jones Field, AL, Columbia Metropolitan, SC, and Chattanooga Lovell Field, TN, Airports. This action corrects the name of the Birmingham Municipal Airport to Birmingham International Airport and modifies the Columbia Metropolitan, SC, airspace designation to reflect continuous operation and availability of services therein. The effective hours of the Huntsville International-Carl T. Jones Field, AL, and Chattanooga Lovell Field, TN, Class C airspace areas are amended to coincide with the associated radar approach control facility's hours of operation. The designated boundaries and altitudes of these Class C airspace areas will not change. In addition, this docket establishes Class E airspace at Chattanooga Lovell Field, TN, and Huntsville International-Carl T. Jones Field, AL, Airports when the associated radar approach control facility is not in operation.

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. 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 this rule will not have a significant economic impact on a