

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 continues 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 7400.9C, *Airspace Designations and Reporting Points*, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6005: Class E Airspace areas extending upward from 700 feet or more above the surface of the earth.

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ASW NM E5 Las Vegas, NM [Revised]

Las Vegas Municipal Airport, NM
(Lat. 35°39'15"N., long. 105°08'33"W.)

Las Vegas VORTAC

(Lat. 35°39'27"N., long. 105°08'08"W.)
That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of Las Vegas Municipal Airport and within 2.6 miles each side of the 025° radial of the Las Vegas VORTAC extending from the 6.7-mile radius to 8.4 miles northeast of the airport and within 2.4 miles each side of the 220° radial of the Las Vegas VORTAC extending from the 6.7-mile radius to 7.5 miles southwest of the airport and within 1.6 miles each side of the 215° bearing from the airport extending from the 6.7-mile radius to 8.2 miles southwest of the airport.

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Issued in Fort Worth, TX, on May 15, 1996.

Albert L. Viselli,

*Acting Manager, Air Traffic Division,
Southwest Region.*

[FR Doc. 96–13942 Filed 6–12–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 95–ASO–20]

Establishment of Federal Colored Airway B–9; FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes a Colored Federal Airway, Blue–9 (B–9), from the DEEDS Intersection to the

Marathon Nondirectional Beacon (NDB), FL. The establishment of B–9 will enhance the management of air traffic and accommodate the users of that airspace.

EFFECTIVE DATE: August 15, 1996.

FOR FURTHER INFORMATION CONTACT:

Patricia P. Crawford, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:**History**

On February 6, 1996, the FAA proposed to amend Title 14 of the Code of Regulations part 71 (14 CFR part 71) to establish a Colored Federal Airway, B–9, in Florida (61 FR 04380). Interested parties were invited by the FAA to participate in this rulemaking effort by submitting written comments on the proposal. Except for editorial changes, this amendment is the same as proposed in the notice. Colored Federal airways are published in paragraph 6009(d) of FAA Order 7400.9C dated August 17, 1995, and 95–ASO–20 2 effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Colored Federal airway listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 establishes a new Colored Federal Airway, B–9, from the DEEDS Intersection to the Marathon NDB, FL. This action will enhance the management of air traffic and accommodate the users of that airspace.

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 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 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, *Airspace Designations and Reporting Points*, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6009(b)—Blue Federal Airways

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B–9 [New]

From INT Pahokee, FL, 211° and Fort Myers, FL, 138° radials; Marathon, FL.

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Issued in Washington, DC, on June 4, 1996.

Harold W. Becker,

*Acting Program Director for Air Traffic
Airspace Management.*

[FR Doc. 96–15063 Filed 6–12–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 71

[Airspace Docket No. 95–ANE–35]

Alteration of V–99, V–451 and J–62

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule alters Federal Airways V–99, V–451, and Jet Route 62 (J–62) in the states of Massachusetts and Connecticut. Specific portions of both airways and the jet route, in the above mentioned states, are no longer necessary for navigation and are being revoked. Removing these obsolete segments will eliminate clutter on aeronautical charts.

EFFECTIVE DATE: 0901 UTC, August 15, 1996.

FOR FURTHER INFORMATION CONTACT:

Patricia P. Crawford, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:**History**

On December 21, 1995, the FAA proposed to amend Title 14 of the Code of Federal Regulations part 71 (14 CFR part 71) to alter V-99, V-451, and J-62 (60 FR 66181). 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. Jet Routes and Domestic Very High Frequency Omnidirectional Range (VOR) Federal airways are published in paragraphs 2004 and 6010(a), respectively, of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The jet route and airways listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 alters V-99, V-451, and J-62. Specific portions of both the airways and the jet route are no longer necessary for navigation and are being revoked. The airspace designation for V-99 will be revoked between Hartford, CT, and the GRAYM intersection; V-451 will be revoked between Groton, CT, and the SEEDY intersection; and J-62 will be revoked east of the Nantucket, CT, VOR. Removing these obsolete segments will eliminate clutter on aeronautical charts.

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 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 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 2004—Jet Routes

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J-62 [Revised]

From Robbinsville, NJ; to Nantucket, MA.

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Paragraph 6010(a)—Domestic VOR Federal Airways

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V-99 [Revised]

From LaGuardia, NY, via INT LaGuardia 043° and Hartford, CT, 245° radials; Hartford.

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V-451 [Revised]

From LaGuardia, NY; INT LaGuardia 063° and Hampton, NY, 289° radials; INT Hampton 289° and Calverton, NY, 044° radials; INT Calverton 044° and Groton, CT, 243° radials; Groton.

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Issued in Washington, DC, on June 5, 1996.

Harold W. Becker,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 96–15061 Filed 6–12–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71**[Airspace Docket No. 93–AWP–4]****Alteration of Jet Routes J-86 and J-92**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule extends Jet Route 86 (J-86) from the Boulder City, NV, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) to the Beatty, NV, VORTAC. This action also realigns J-92 direct from the Boulder City VORTAC to the Beatty VORTAC. The FAA is taking this action

to enhance traffic flows and reduce controllers' workload.

EFFECTIVE DATE: 0901 UTC, August 15, 1996.

FOR FURTHER INFORMATION CONTACT:

Bill Nelson, Airspace and Rules Division ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:**History**

On June 9, 1993, the FAA proposed to amend Title 14 of the Code of Federal Regulations part 71 (14 CFR part 71) to alter J-86 and J-92 (58 FR 32313). 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. Jet Routes are published in paragraph 2004 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The jet routes listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 extends J-86 from the Boulder City, NV, VORTAC to the Beatty, NV, VORTAC. Extending J-86 will enable air traffic controllers to provide pilots with an alternate route from the Boulder City VORTAC to the Beatty VORTAC during the times Restricted Area 4808S is in use. This action also realigns J-92 direct from the Boulder City VORTAC to the Beatty VORTAC, providing a route that is normally requested by pilots. This action will enhance the traffic flow and reduce the controllers' workload.

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 substantial number of small entities