

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 aeronautical charts, 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.

The Amendment

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) redefines the current Miami, FL, Class B airspace designation due to the decommissioning of the Biscayne Bay, FL, and the Miami, FL, VOR's.

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.

§ 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 3000—Subpart B—Class B Airspace

* * * * *

ASO FL B Miami, FL [Revised]

Miami International Airport (Primary Airport)

(lat. 25°47'35" N., long. 80°17'25" W.)
Miami, Kendall-Tamiami Executive Airport, FL

(lat. 25°38'52" N., long. 80°25'58" W.)

Dolphin VORTAC

(lat. 25°48'00" N., long. 80°20'57" W.)

Boundaries

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within a 6-mile radius of Miami International Airport, excluding that airspace north of lat. 25°52'03" N., (N.W. 103rd Street/ 49th Street in the City of Hialeah), and within and underlying Area F described hereinafter.

Area B. That airspace extending upward from 1,500 feet MSL to and including 7,000 feet MSL within a 10-mile radius of Miami International Airport, excluding that airspace north of lat. 25°52'03" N., that airspace south of lat. 25°40'19" N., Area A previously described, and within Areas C and F described hereinafter.

Area C. That airspace extending upward from 2,000 feet MSL to and including 7,000 feet MSL within an area bounded on the northeast by a 4.3-mile radius arc of Kendall-Tamiami Executive Airport, on the south by the lat. 25°40'19" N., and on the southwest by a 10-mile radius arc of Miami International Airport.

Area D. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL beginning northwest of Miami International Airport at the intersection of a 20-mile radius arc of Miami International Airport and lat. 25°57'48" N., thence east along lat. 25°57'48" N., to the intersection of a 15-mile radius arc of Miami International Airport, thence clockwise along the 15-mile radius arc to lat. 25°57'48" N., thence east along lat. 25°57'48" N., to the intersection of a 20-mile radius arc of Miami International Airport, thence clockwise along the 20-mile radius arc to the Dolphin VORTAC 151° radial, thence northwest along the Dolphin VORTAC 151° radial to the intersection of a 15-mile radius arc of Miami International Airport, thence clockwise along the 15-mile radius arc to lat. 25°40'19" N., thence west along lat. 25°40'19" N., to the intersection of a 20-mile radius arc of Miami International Airport, thence clockwise along the 20-mile radius arc to the point of beginning, excluding the airspace within Areas A, B, and C previously described, and within Areas F and G described hereinafter.

Area E. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL bounded on the south by lat. 25°57'48" N., on the northwest by a 20-mile radius arc of Miami International Airport, on the northeast by a line from lat. 26°05'56" N., long. 80°26'23" W., to lat. 26°01'32" N., long. 80°23'40" W., and on the southeast by a 15-mile radius arc of Miami International Airport.

Area F. That airspace extending upward from but not including 1,000 feet MSL to and including 7,000 feet MSL bounded on the east by a 6-mile radius arc of Miami International Airport, and on the west by the west shoreline of Biscayne Bay.

Area G. That airspace extending upward from 5,000 feet MSL to and including 7,000 feet MSL bounded on the north by lat. 25°40'19" N., on the southwest by a 15-mile radius arc of Miami International Airport, and on the east by U.S. Route 1.

Area H. That airspace extending upward from 2,000 feet MSL to and including 7,000 feet MSL bounded on the northeast by U.S. Route 27, on the south by lat. 25°52'03" N., and on the northwest by a 10-mile radius arc of Miami International Airport.

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Issued in Washington, DC, on February 8, 1996.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 96–3491 Filed 2–14–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 71

[Airspace Docket No. 95–ANE–60]

Amendment to Class D and Class E Airspace; New England Region

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class D airspace areas at Beverly, MA (BVY); Bedford, MA (BED); Danbury, CT (DXR); Norwood, MA (OWD); Lebanon, NH (LEB); and Nashua, NH (ASH); and the associated Class E airspace areas at Beverly (BVY), Lebanon (LEB), and Nashua (ASH). The FAA has determined after a review of the elevation of the surrounding terrain in the vicinity of these airports that the lateral limits of the Class D areas at these airports may be reduced and the appropriate changes made to the Class E airspace areas.

EFFECTIVE DATE: 0901 UTC, April 25, 1996.

FOR FURTHER INFORMATION CONTACT: Raymond Duda, System Management Branch, ANE–533, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7533; fax (617) 238–7596.

SUPPLEMENTARY INFORMATION:

History

On December 18, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by reducing the lateral limits of the Class D airspace areas at Beverly, MA (BVY); Bedford, MA (BED); Danbury, CT (DXR); Norwood, MA (OWD); Lebanon, NH (LEB); and Nashua, NH (ASH); and, as a consequence to those changes, by making the necessary changes to the associated Class E airspace areas at Beverly (BVY), Lebanon (LEB), and Nashua (ASH) (60 FR 65041). The proposed action was the result of an extensive review of the elevation of the surrounding terrain at airports in the New England region with Class D airspace areas. That review came in response to concerns expressed by operators and other interested parties over recent changes to the lateral limits of Class D airspace areas in the New

England region. By using more detailed topographical charts and more precise calculations, the FAA determined that reductions in the lateral limits of the Class D airspace areas at BVY, BED, DXR, OWD, LEB, and ASH were appropriate and would not affect aviation safety. As a result of the reductions to the Class D airspace areas at BVY, LEB, and ASH, the FAA determined that minor adjustments to the associated Class E areas at those airports were necessary.

Interested parties were invited to participate in this rulemaking by submitting written comments on the proposal to the FAA. One comment was received from the National Oceanic and Atmospheric Administration's Charting Division which noted some needed typographical corrections. The FAA has incorporated those corrections into this final rule. In addition, since the issuance of the Notice of Proposed Rulemaking, the FAA has determined that the proposed northerly extension to the LEB Class D airspace areas running to 6 miles north of the extended centerline of Runway 36 at LEB may be eliminated because that airspace is encompassed by the proposed Class E extensions to the LEB Class D airspace. Class D airspace designations, and Class E airspace designations for airspace areas extending upward from the surface of the earth defined as extensions to Class D airspace areas, are published in paragraphs 5000 and 6004, 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 Class D and Class E airspace designations listed in this document would be published subsequently in this Order.

The Rule

The amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class D airspace areas at BVY, BED, DXR, OWD, LEB, and ASH, by reducing the lateral limits of those airspace areas, and by making the necessary changes to the associated Class E airspace areas at BVY, LEB, and ASH. The FAA has determined that these amendments only involve an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, these regulations—(1) are not "significant regulatory actions" under Executive Order 12866; (2) are not "significant rules" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) do not warrant preparation of a

Regulatory Evaluation as the anticipated impact will be so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that these rules will not have 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 part 71 of the Federal Aviation Regulations (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.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of 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 5000—Class D Airspace

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ANE MA D Beverly, MA [Revised]
Beverly Municipal Airport, MA
(Lat. 42°35'03" N, long. 70°54'59" W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.1-mile radius of Beverly Municipal Airport, excluding that airspace within the Boston, MA, Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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ANE MA D Bedford, MA [Revised]
Bedford, Lawrence G. Hanscom Field, MA
(Lat. 42°28'12" N, long. 71°17'20" W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.7-mile radius of Lawrence G. Hanscom Field, excluding that airspace within the Boston, MA, Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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ANE CT D Danbury, CT [Revised]
Danbury Municipal Airport, CT

(Lat. 41°22'17" N, long. 73°28'56" W)
Carmel VORTAC

(Lat. 41°16'48" N, long. 73°34'53" W)

That airspace extending upward from the surface to and including 3,000 feet MSL within a 6-mile radius of Danbury Municipal Airport, and within 1.2 miles on each side of the Carmel VORTAC 039° radial, extending from the 6-mile radius to the Carmel VORTAC. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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ANE MA D Norwood, MA [Revised]

Norwood Memorial Airport, MA
(Lat. 42°11'27" N, long. 71°10'23" W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.5-mile radius of the Norwood Memorial Airport, excluding that airspace within the Boston, MA, Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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ANE NH D Lebanon, NH [Revised]

Lebanon Municipal Airport, NH
(Lat. 43°37'35" N, long. 72°18'15" W)

That airspace extending upward from the surface to and including 3,100 feet MSL within a 4.8-mile radius of Lebanon Municipal Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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ANE NH D Nashua, NH [Revised]

Nashua Boire Field, NH
(Lat. 42°46'54" N, long. 71°30'53" W)
Sports Center Airport, Pepperell
(Lat. 42°41'46" N, long. 71°33'00" W)

That airspace extending upward from the surface to and including 2,700 feet MSL within a 5-mile radius of Boire Field; excluding that airspace within a 2-mile radius of Sports Center Airport, Pepperell, and that airspace within the Manchester Airport, NH, Class C airspace areas. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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Subpart E—Class E Airspace

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Paragraph 6004—Class E airspace areas extending from the surface of the earth defined as extensions to Class D airspace areas.

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ANE MA E4 Beverly, MA [Revised]

Beverly Municipal Airport, MA
(Lat. 42°35'03" N, long. 70°54'59" W)

That airspace extending upward from the surface within 3.2 miles on each side of the Topsfield NDB 317° bearing extending from a 4.1-mile radius of Beverly Municipal Airport to 7 miles northwest of the Topsfield NDB. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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ANE NH E4 Lebanon, NH [Revised]

Lebanon Municipal Airport, NH
(Lat. 43°37'35" N, long. 72°18'15" W)

BURGR OM
(Lat. 43°43'57" N, long. 72°20'00" W)

Hanover NDB
(Lat. 43°42'08" N, long. 72°10'39" W)

That airspace extending upward from the surface within 3.3 miles each side of the BURGR OM 352° bearing from a 4.8-mile radius of Lebanon Municipal Airport to 8 miles north of the BURGR OM, and within 2.4 miles each side of the Hanover NDB 051° bearing extending from the 4.8-mile radius to 7 miles northeast of the Hanover NDB. This Class E airspace area is effective during specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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ANE NH E4 Nashua, NH [Revised]

Nashua, Boire Field, NH
(Lat. 42°46'54" N, long. 71°30'53" W)

CHERN NDB
(Lat. 42°49'24" N, long. 71°36'08" W)

Manchester VORTAC
(Lat. 42°52'06" N, long. 71°22'10" W)

That airspace extending upward from the surface within 2.6 miles on each side of the CHERN NDB 303° bearing extending from a 5-mile radius of Boire Field to 7 miles northwest of the CHERN NDB, and that airspace extending upward from the surface within 1.1 miles on each side of the Manchester VORTAC 231° radial extending from the 5-mile radius to 8.4 miles northeast of Boire Field. This Class E airspace area is effective during specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Burlington, MA, on February 8, 1996.

David J. Hurley,
Manager, Air Traffic Division, New England
Region.

[FR Doc. 96-3492 Filed 2-14-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ANE-01]

Removal of Class E Airspace; Fort Devens, MA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment removes the Class E airspace at Moore Army Air Field, Fort Devens, MA. With the closing of Fort Devens, the U.S. Army decommissioned the airport traffic control tower at Moore Army Air Field, and cancelled all the Standard Instrument Approach Procedures (SIAP's) to that airport. This action is necessary to remove the Class E airspace area at Fort Devens, which is no longer required.

DATES: Effective Date: 0901 UTC, April 25, 1996.

Comments must be received on or before March 18, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, System Management Branch, ANE-530, Federal Aviation Administration, Docket No. 95-ANE-60, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7530; fax (617) 238-7596.

The official docket file may be examined in the Office of the Assistant Chief Counsel, New England Region, ANE-7, Room 401, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7040; fax (617) 238-7055.

An informal docket may also be examined during normal business hours in the Air Traffic Division, Room 408, by contacting the Manager, System Management Branch at the first address listed above.

FOR FURTHER INFORMATION CONTACT: Raymond Duda, System Management Branch, ANE-533, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7533; fax (617) 238-7596.

SUPPLEMENTARY INFORMATION:

Request for Comments on the Rule

Although this action is a final rule, which involves removing the Class E

airspace area at Fort Devens, MA, and was not preceded by notice and an opportunity for public comment, comments are invited on the rule. This rule will become effective on the date specified in the **DATES** section. However, after the review of any comments and, if the FAA finds that further changes are appropriate, it may initiate rulemaking proceedings to extend the effective date or to amend the regulation.

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. Comments are specifically invited on the overall regulatory, economic, environmental, and energy-related aspects of the rule, which might suggest the need to modify the rule.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) removes the Class E airspace area at Moore Army Air Field, Fort Devens, MA. Since the closure of Fort Devens in 1993, the U.S. Army has decommissioned the airport traffic control tower (ATCT) at Moore Army Air Field and cancelled all the Standard Instrument Approach Procedures (SIAP's) to that airport. Controlled airspace in the vicinity of Moore Army Air Field is, therefore, no longer required. This action removes the Class E airspace area at Fort Devens, MA. Class E airspace designations for airspace areas extending from 700 or more feet above the surface of the earth are published in paragraph 6005 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 removal of the Class E airspace designation listed in this document will be published subsequently in this Order.

Under the circumstances presented, the FAA concludes that notice and an opportunity for prior public comment under 5 U.S.C. 553(b) is unnecessary and contrary to the public interest. In addition, 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