

Notice to Airmen. The effective date and time will thereafter be published in the Airport/Facility Directory.

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AEA NY D Rome, NY [Revised]

Griffiss AFB, Rome, NY
(Lat. 43°14'02"N., long. 75°24'26"W.)

That airspace extending upward from the surface to and including 3000 feet MSL within a 4.5-mile radius of Griffiss AFB, excluding the portion within the Utica, NY, Class D 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 date and time will thereafter be continuously published in the Airport/Facility Directory.

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Paragraph 6004—Subpart E—Class E airspace areas designated as an extension to a Class D surface area.

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AEA NY E4 Rome, NY [Revised]

Griffiss AFB, Rome, NY
(Lat. 43°14'02"N., long. 75°24'26"W.)

That airspace extending upward from the surface within 1.2 miles each side of a 314° bearing extending from the 4.5-mile radius of Griffiss AFB to 6.9 miles northwest of the airport and within 1.2 miles each side of a 134° bearing extending from the 4.5-mile radius of Griffiss AFB to 6.9 miles southeast of the airport, excluding that airspace within the Utica, NY, Class D airspace area. 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 Jamaica, New York, on January 29, 1996.

John S. Walker,

Manager, Air Traffic Division.

[FR Doc. 96-3489 Filed 2-14-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-AEA-16]

Proposed Establishment of Class E5 Airspace; Rome, NY, and Proposed Amendment of Class E5 Airspace, Utica, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would modify Class E5 airspace extending upward from 700 feet above the earth for Oneida County Airport, New York and for Griffiss AFB, Rome, New York. The proposal would add controlled airspace to accommodate Standard Instrument Approach Procedures (SIAPs) and for Instrument Flight Rule

(IFR) operations at the Oneida County Airport and the Griffiss AFB. This proposal would also establish a separate Class E5 airspace description for Griffiss AFB and Oneida County Airport.

DATES: Comments must be received on or before March 15, 1996.

ADDRESSES: Send comments on the rule in triplicate to: Manager, System Management Branch, AEA-530, Docket No. 95-AEA-16, F.A.A. Eastern Region, Federal Building #111, John F. Kennedy International Airport, Jamaica, NY 11430.

The official docket may be examined in the Office of the Assistant Chief Counsel, AEA-7, F.A.A. Eastern Region, Federal Building, #111, John F. Kennedy International Airport, Jamaica, New York 11430. An informal docket may also be examined during normal business hours in the System Management Branch, AEA-530, F.A.A. Eastern Region, Federal Building #111 John F. Kennedy International Airport, Jamaica, New York 11430.

FOR FURTHER INFORMATION CONTACT: Mr. Francis T. Jordan, Jr., Airspace Specialist, System Management Branch, AEA-530, F.A.A. Eastern Region, Federal Building #111 John F. Kennedy International Airport, Jamaica, New York 11430; telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 95-AEA-16". The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments

received. All comments received will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with the FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the System Management Branch, Air Traffic Division, AEA-530, F.A.A. Eastern Region, Federal Building, #111, John F. Kennedy International Airport, Jamaica, NY 11430.

Communications must identify the notice of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

The Proposal

The FAA is considering amending part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E5 airspace at both Griffiss AFB and Oneida County Airport. This proposal would provide a Class E5 airspace description for each airport. The proposed modifications would accommodate SIAPs and instrument flight rules (IFR) operations at Oneida County Airport and provide additional controlled airspace for vectoring of aircraft. In addition, airspace efficiency would be enhanced by establishing additional controlled airspace at 700 feet above ground level on the northwest side of Griffiss AFB between 8.7 and 15 miles. Class E5 airspace areas extending upward from 700 feet or more above 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 Class E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed 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 routine matter that would

only affect air traffic procedures and air navigation, it is certified that this proposed rule would 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).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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; CFR 11.69.

§ 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 6005 Class E airspace areas extending upward from 700 feet or more above the earth.

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AEA NY E5 ROME, NY [New]

Griffiss AFB, Rome, NY
(Lat. 43°14'02" N. long. 75°24'26" W.)

That airspace extending upward from 700 feet above the surface within an 8.7-mile radius of Griffiss AFB and within 5.0 miles each side of the 315° bearing from Griffiss AFB extending from the 8.7-mile radius to 15 miles northwest of the Griffiss AFB, excluding the portion that coincides with the Utica, NY, Class E airspace.

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AEA NY E5 UTICA, NY [Revised]

Oneida County Airport, Utica, NY
(Lat. 43°08'42" N., long. 75°23'02" W.)

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Oneida County Airport and within 113° bearing from Oneida County Airport, extending from the 10.5-mile radius of the Oneida County Airport to 23 miles southeast of the Oneida County Airport, then clockwise on the 23 mile radius to the 203° bearing of the Oneida County Airport.

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Issued in Jamaica, New York, on January 29, 1996.

John S. Walker,
Manager, Air Traffic Division.

[FR Doc. 96–3488 Filed 2–14–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Parts 217 and 241

[Docket No. OST–96–1049; Notice No. 96–2]

RIN 2105–AC34

Changes to International Data Submissions by Large Air Carriers (Form 41 Schedules T–100, T–100(f), and P–1.2)

AGENCY: Office of the Secretary, Transportation.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Department of Transportation (DOT or the Department) proposes to reduce the period of confidential treatment of international nonstop segment and on-flight market data from three years to immediately following the Department's determination that the database is complete, but no sooner than six months after the date of the data. The Department also proposes to collect aircraft capacity data from foreign air carriers and to rescind the requirement that Group III (large, U.S.) air carriers specify passenger revenues, passenger enplanements, passengers transported, and seating capacity by cabin configuration. This action is taken on the Department's initiative in order to make data available for planning and efficient resource allocation purposes, to ensure the accuracy of the data that are used by the Department in administering its program responsibilities, and to eliminate data that are no longer needed for regulatory purposes.

DATES: Comments are due April 15, 1996.

ADDRESSES: Comments should be directed to the Docket Clerk, Docket OST–96–1049, Room PL 401, Office of Secretary, Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590. Comments should identify the regulatory docket number and seven copies should be submitted. The Department encourages commenters who wish to do so also to submit comments to the Department through the Internet; our Internet address is dot_dockets@postmaster.dot.gov.¹ Note, however, that at this time the Department considers only the paper copies filed with the Docket Clerk to be the official comments. Comments will be available for inspection at this address from 10:00 a.m. to 5:00 p.m., Monday through Friday both before and after the closing date for comments.

¹ Our X.400 e-mail address is G=DOT/S=dockets/OU1=qmail/O=hq/p=gov+dot/a=attmail/c=us.

Commenters wishing the Department to acknowledge receipt of their comments must submit with those comments a stamped, self-addressed postcard on which the following statement is made: Comments on Docket OST–96–1049.

The postcard will be date/time stamped and returned to the commenter.

FOR FURTHER INFORMATION CONTACT: John Harman, Office of Aviation Analysis, or John Schmidt, Office of Aviation and International Economics, Office of the Assistant Secretary for Aviation and International Affairs, Office of the Secretary, U.S. Department of Transportation, 400 Seventh St. SW, Washington, DC 20590 at (202) 366–1059 or 366–5420, respectively.

SUPPLEMENTARY INFORMATION:

Program Requirements for and Importance of T–100 Data

The Department uses the traffic and capacity data reported on Schedules T–100 and T–100(f) to administer its aviation program responsibilities. In the original NPRM proposing the adoption of the T–100 data system (52 FR 26500–26502, July 15, 1987), the Department provided details of the 21 specific program areas that the T–100 data would support. The Department's responsibility in these program areas continues today and will continue into the future. Since the emphasis in this current rulemaking is on international T–100 data, the Department specifically recognizes the critical importance of accurate and reliable T–100 data that support evaluations of bilateral negotiations and international aviation developments. These data are also necessary in analyzing proposed operating plans in international air carrier selection cases, in developing international mail rates, and in establishing regulatory benchmarks for evaluating international fares and rates and International Air Transport Association agreements.

The availability and reliability of aviation data have recently taken on increased importance. The Department's *U.S. International Air Transportation Policy Statement* issued in April 1995 (60 FR 21841–21845, May 3, 1995) emphasized “the importance of sound economic analysis based on sufficient data in developing policies and strategies for achieving our overall aviation goals.” The General Accounting Office (GAO) also reflected this recent emphasis on aviation data in its April 1995 Report to Congressional Requesters, entitled *International Aviation, Airline Alliances Produce Benefits, but Effect on Competition is Uncertain*. In its assessment, GAO