

confusion on the part of the pilots flying in the vicinity of the airport, and to promote the safe and efficient handling of air traffic in the area.

Therefore, we find that notice and public procedure under 5 U.S.C. 553(d) are unnecessary and good cause exists for making this amendment effective in less than thirty days.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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 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 from 700 feet or more above the surface of the earth.

* * * * *

ASW TX E5 Johnson City, TX [Revoked]

* * * * *

Issued in Fort Worth, TX, on June 11, 1996.
Albert L. Viselli,
Acting Manager, Air Traffic Division, South.
[FR Doc. 96–15641 Filed 6–18–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 95–ANE–22]

Alteration of V–268

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule extends Federal Airway V–268 from the BURDY intersection in Rhode Island to the Augusta, ME, Very High Frequency Omnidirectional Range (VOR). This action simplifies air traffic procedures and enhances air traffic service. In addition, the airspace designation included a reference to Restricted Area 4001 (R–4001), which is corrected to R–4001B.

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 October 5, 1995, the FAA proposed to amend Title 14 of the Code of Federal Regulations part 71 (14 CFR part 71) to extend V–268 (60 FR 52134). 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. Domestic VOR Federal airways are published in paragraph 6010(a) 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 airway listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 extends V–268 from the BURDY intersection in Rhode Island to the Augusta, ME, VOR. Extending V–268 will provide a transition route to support the approach at the Portland International Jetport Airport, ME, thereby, simplifying air traffic procedures and enhancing air traffic service. In addition, the airspace designation included a reference to R–4001, which is corrected to R–4001B.

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 6010(a)—Domestic VOR Federal Airways

* * * * *

V–268 [Revised]

From INT Morgantown, WV, 010° and Johnstown, PA, 260° radials; Indian Head, PA; Hagerstown, MD; Westminster, MD; Baltimore, MD; INT Baltimore 093° and Smyrna, DE, 262° radials; Smyrna; INT Smyrna 086° and Sea Isle, NJ, 050° radials; INT Sea Isle 050° and Hampton, NY, 223° radials; Hampton; Sandy Point, RI; to INT Sandy Point 031° and Kennebunk, ME, 180° radials; INT Kennebunk 180° and Boston, MA, 032° radials; INT Boston 032° and Augusta, ME, 195° radials; to Augusta. The airspace within R–4001B and the airspace below 2,000 feet MSL outside the United States is excluded.

* * * * *

Issued in Washington, DC, on June 12, 1996.

Harold W. Becker,

*Acting Program Director for Air Traffic,
Airspace Management.*

[FR Doc. 96-15637 Filed 6-18-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 73

[Airspace Docket No. 96-ASO-4]

Subdivision of Restricted Areas R-2104A and R-2104C, Huntsville, AL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action subdivides Restricted Areas 2104A (R-2104A) and R-2104C, Huntsville, AL, into two areas to permit more efficient use of the airspace. Specifically, the altitudes of subareas R-2104A and R-2104C, are redesignated from the current "surface to FL 300" to "surface to 12,000 feet mean sea level (MSL)." Additionally, the remaining restricted airspace, from 12,000 feet MSL to FL 300, is redefined as subareas R-2104D and R-2104E. No new restricted airspace is established by this amendment and the existing subarea R-2104B is not affected by this action.

EFFECTIVE DATE: 0901 UTC, August 15, 1996.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, 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:

The Rule

This amendment to 14 CFR part 73 subdivides R-2104A and R-2104C, Huntsville, AL, to enable more efficient utilization of airspace. Currently, R-2104A and R-2104C extend from the surface to Flight Level 300 (FL 300). The using agency frequently conducts activities within R-2104A and R-2104C which require restricted airspace only up to 12,000 feet MSL. However, due to the current configuration of the areas, airspace is actually restricted up to FL 300 whenever R-2104A and/or R-2104C are activated. This unnecessarily limits public access to a portion of the airspace. This amendment subdivides R-2104A and R-2104C by redesignating their altitudes to extend from the surface to 12,000 feet MSL, and by redefining the remaining restricted airspace, between 12,000 feet MSL and

FL 300, as new subareas R-2104D and R-2104E. The time of designation for subareas R-2104D and R-2104E is "By Notice to Airmen (NOTAM) 6 hours in advance. This amendment enables the using agency to accomplish its mission while improving the capability to activate only the minimum amount of restricted airspace necessary for that mission. No additional restricted airspace is designated by this action. Further, the existing R-2104B is not affected by this amendment. This action involves the further subdivision of existing restricted areas and enhances efficient airspace utilization. Therefore, I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary since this action is a minor amendment in which the public would not be particularly interested. The coordinates for this airspace docket are based on North American Datum 83. Section 73.21 of part 73 of the Federal Aviation Regulations was republished in FAA Order 7400.8C dated June 19, 1995.

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.

Environmental Review

This action further subdivides existing restricted airspace to permit more efficient airspace utilization. There are no changes to air traffic control procedures or routes as a result of this action. Therefore, this action is not subject to environmental assessments and procedures under FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," and the National Environmental Policy Act.

List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

PART 73—[AMENDED]

1. The authority citation for part 73 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.

§ 73.21 [Amended]

2. Section 73.21 is amended as follows:

R-2104A Huntsville, AL [Amended]

By removing the current "Designated altitudes. Surface to FL 300" and substituting the following:

"Designated altitudes. Surface to 12,000 feet MSL."

R-2104C Huntsville, AL [Amended]

By removing the current "Designated altitudes. Surface to FL 300" and substituting the following:

"Designated altitudes. Surface to 12,000 feet MSL."

R-2104D Huntsville, AL [New]

Boundaries. Beginning at lat. 34°38'40" N., long. 86°43'00" W.; to lat. 34°38'40" N., long. 86°41'00" W.; to lat. 34°38'00" N., long. 86°40'53" W.; to lat. 34°37'35" N., long. 86°37'40" W.; to lat. 34°37'00" N., long. 86°37'00" W.; to lat. 34°36'27" N., long. 86°36'38" W.; to lat. 34°34'50" N., long. 86°36'38" W.; thence west along the Tennessee River to lat. 34°35'02" N., long. 86°43'25" W.; to lat. 34°37'19" N., long. 86°43'20" W.; to lat. 34°37'19" N., long. 86°43'05" W.; thence to the point of beginning.

Designated altitudes. 12,000 feet MSL to FL 300.

Time of designation. By NOTAM 6 hours in advance.

Controlling agency. FAA, Memphis ARTCC.

Using agency. Commanding General, U.S. Army Missile Command, Redstone Arsenal, AL.

R-2104E Huntsville, AL [New]

Boundaries. Beginning at lat. 34°41'25" N., long. 86°42'57" W.; to lat. 34°42'00" N., long. 86°41'35" W.; to lat. 34°38'40" N., long. 86°41'00" W.; to lat. 34°38'40" N., long. 86°43'00" W.; thence to the point of beginning.

Designated altitudes. 12,000 feet MSL to FL 300.

Time of designation. By NOTAM 6 hours in advance.

Controlling agency. FAA, Memphis ARTCC.

Using agency. Commanding General, U.S. Army Missile Command, Redstone Arsenal, AL.