

"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; EO 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 Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 5000 Class D airspace.

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ASO AL D Fort Rucker Shell, AL [Removed]

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Issued in College Park, Georgia, on July 24, 1995.

Stanley Zylowski,

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

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14 CFR Part 71

[Docket No. 95–ANE–28]

Amendment to Class D and Class E Airspace; Hartford, CT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment will modify the Class D and Class E airspace areas established in the vicinity of the Hartford-Brainard Airport, Hartford, CT.

Those airspace areas also define controlled airspace to contain aircraft operating to and from the Rentschler Airport, a privately operated airport in East Hartford, CT. The owner of Rentschler Airport has recently closed the control tower. Therefore, this action is necessary to revise the Class D and Class E airspace in the vicinity of the Rentschler and Hartford-Brainard airports.

EFFECTIVE DATE: 0901 UTC, September 14, 1995.

FOR FURTHER INFORMATION CONTACT:

Joseph A. Bellabona, System Management Branch, ANE–530, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803–5299; telephone: (617) 238–7536; fax: (617) 238–7596.

SUPPLEMENTARY INFORMATION:

History

On May 24, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class D and Class E airspace areas established in the vicinity of the Hartford-Brainard Airport, Hartford, CT. That action was prompted by the closing of the control tower at the privately operated Rentschler Airport. The proposed action would also provide the necessary controlled airspace to accommodate the Standard Instrument Approach Procedures (SIAP's) that remain at the now closed Rentschler Airport.

Interested parties were invited to participate in this rule making proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. One comment noted a misspelling of the name of the Hartford-Brainard Airport, and a minor correction to the longitude and latitude coordinates for that airport. The FAA has made these minor changes to the rule. Class D and Class E airspace areas are published in FAA Order 7400.9B, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. Class D areas appear in paragraph 5000 of FAA Order 7400.9B, and Class E areas extending upward from 700 feet or more above the surface of the earth appear in paragraph 6005. The Class D and Class E airspace designations in this document would be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Hartford, CT Class D and the Hartford, CT Class E airspace

areas by revising those areas in the vicinity of the Hartford-Brainard and Rentschler Airports, and by providing the necessary controlled airspace to accommodate the SIAP's to the Rentschler Airport.

The FAA has determined that this proposed regulation involves only an established body of technical regulations for which frequent and routine amendments are necessary to keep the regulations 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 economic cost will be so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, the FAA certifies 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. app. 1348(a), 1354(a), 1510; 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 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 5000 General

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ANE CT D Hartford, CT [Revised]

Hartford Brainard Airport, Hartford, CT
(Lat. 41°44'11" N, long. 72°39'01" W)

That airspace extending upward from the surface to and including 2,500 feet MSL within 4.6-mile radius of Hartford-Brainard Airport from the Hartford Brainard Airport 158° bearing clockwise to the Hartford-Brainard Airport 052° bearing, and with a 6.0-mile radius of Hartford-Brainard Airport from the Hartford-Brainard Airport 052° bearing clockwise to the 158° bearing;