

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 94-ANM-37]

**Establishment of Class D Airspace; Denver, CO****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule, request for comments.

**SUMMARY:** This action establishes Class D airspace at Denver International Airport, Colorado, so cargo aircraft can operate safely within controlled airspace until the new Denver International Airport is commissioned. Accordingly, action is taken herein to establish Class D airspace preceding the effective date of Class B airspace, which is scheduled to be effective February 28, 1995.

**DATES:** Effective 0701 UTC, February 26, 1995.

Comment Date: Comments must be received prior to February 21, 1995.

**ADDRESSES:** Send comments on the rule in triplicate to: Manager, System Management Branch, Air Traffic Division, ANM-530, Federal Aviation Administration, Docket No. 94-ANM-37, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Northwest Mountain Region, Suite 570, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone: (206) 227-2007.

**FOR FURTHER INFORMATION CONTACT:** Ted Melland, System Management Branch, ANM-530, Federal Aviation Administration, Docket No. 94-ANM-37, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone number: (206) 227-2536.

**SUPPLEMENTARY INFORMATION:****History**

On January 17, 1995, the City and County of Denver proposed to allow cargo airport operations at the new Denver International Airport prior to official commissioning. Denver anticipates commissioning the airport on February 28, 1995, but wishes to allow cargo aircraft to operate at the new airport before the new airport is officially commissioned. This action is necessary to provide controlled airspace until the Class B airspace becomes effective at the new airport. Class B airspace is scheduled to become effective at the new airport on February

28, 1995, when operations at Stapleton Airport are discontinued.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class D airspace at the new Denver International Airport, Colorado to provide controlled airspace for operations.

Accordingly, action is taken herein to establish Class D airspace in order to provide for safe operations on February 26, 1995, until the new airport opens. The establishment of Class D airspace is required in the interest of flight safety. Under the circumstances presented, the FAA concludes that there is an immediate need to establish this Class D airspace area in order to promote the safe and efficient handling of air traffic in this area. Therefore, I find that notice and public procedures under 5 U.S.C. 553(b) are impracticable and contrary to the public interest.

The coordinates for this airspace docket are based on North American Datum 83. Class D airspace designations are published in Paragraph 5000 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designation listed in this document will be published subsequently in the Order.

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. 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*

\* \* \* \* \*

**ANM CO D Denver, CO [New]**

Denver International Airport CO  
(Lat. 39°51'30" N, long. 104°40'01" W)  
Denver Stapleton International Airport, CO  
(Lat. 39°46'28" N, long. 104°52'47" W)  
Heckendorf Airport, CO  
(Lat. 39°57'48" N, long. 104°52'47" W)

That airspace extending upward from the surface to and including 8,000 feet MSL within a 6.3-mile radius of the Denver International Airport excluding that airspace within the Denver Stapleton International Airport, CO, Class B airspace; and excluding that airspace south of lat. 39°48'44" N and east of long. 104°35'00" W; and excluding that airspace within a 1-mile radius of Heckendorf Airport, CO. This Class D airspace shall be effective until superseded by the new Denver International Airport Class B airspace.

\* \* \* \* \*

Issued in Seattle, Washington, on January 23, 1995.

**Bill H. Ellis,**

*Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.*

[FR Doc. 95-3479 Filed 2-8-95; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71**

[Airspace Docket Nos. 91-ANM-14, 91-ANM-16, 91-ANM-17, 93-ANM-1, 93-ANM-2, 93-ANM-3, and 93-ANM-5]

**Establishment of Class E Airspace and Alteration of Class D and Class E Airspace Areas, VOR Federal Airways and Jet Routes****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule; Announcement of effective data.

**SUMMARY:** On February 28, 1995, the new Denver International Airport is scheduled to open, replacing Stapleton International Airport. This action supports the new Denver International Airport airspace structure by altering the Class D airspace area in Broomfield, CO; altering the Class D airspace and establishing Class E airspace in Aurora, CO; altering Class D and Class E

airspace areas in Englewood, CO; altering the Class E airspace area in Denver, CO; altering VOR Federal airways in Colorado, Nebraska, and Wyoming; and altering jet routes in Colorado, Idaho, Kansas, Nebraska, South Dakota, Utah, and Wyoming. These changes were delayed previously pending the opening of the new Denver International Airport. This airspace reconfiguration coincides with the scheduled opening date of the new airport.

**EFFECTIVE DATE:** The final rules at 58 FR 47041, 58 FR 47371, 58 FR 47372, 58 FR 47373, 58 FR 47631, 58 FR 47633, 58 FR 47635, as postponed at 58 FR 60552, corrected at 59 FR 1472, 59 FR 5080, 59 FR 6217, and as postponed at 59 FR 10743 and 59 FR 24914, are effective 0701 UTC, February 28, 1995.

**FOR FURTHER INFORMATION CONTACT:** Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-9230.

**SUPPLEMENTARY INFORMATION:** On September 7, September 9, and September 10, 1993, the Federal Aviation Administration (FAA) published final rules altering and establishing Class D and Class E airspace areas, VOR Federal airways, and jet routes to support the new Denver International Airport airspace reconfiguration. On January 11, 1994, a correction was published on Airspace Docket No. 91-ANM-14 to incorporate an amendment to V-220 between Grand Junction, CO, and Meeker, CO. Additionally, on February 3 and February 10, 1994, corrections were published concerning J-54 in Airspace Docket No. 91-ANM-16 to reinstate a segment from Cherokee, WY, to Laramie, WY. Most recently, the FAA delayed these rules indefinitely pending the official opening of the Denver International Airport. The new Denver International Airport is scheduled to open on February 28, 1995. This airspace reconfiguration coincides with the opening date of the new airport.

Because the public needs to be made aware of the opening date immediately, notice and public procedure are impracticable and good cause exists for making this action effective in less than 30 days.

In consideration of the foregoing, Airspace Docket No. 93-ANM-1 modifying the Class D airspace area in Broomfield, CO (58 FR 47041;

September 7, 1993); Airspace Docket No. 93-ANM-2 modifying the Class D airspace area and establishing a Class E airspace area in Aurora, CO (58 FR 47371; September 9, 1993); Airspace Docket No. 93-ANM-3 modifying the Class D and Class E airspace areas in Englewood, CO (58 FR 47372; September 9, 1993); Airspace Docket No. 93-ANM-5 modifying the Class E airspace areas at the Denver Centennial Airport, CO, Denver, CO, and Erie, CO (58 FR 47373; September 9, 1993); Airspace Docket No. 91-ANM-14 altering VOR Federal airways in Colorado, Nebraska, and Wyoming (58 FR 47631; September 10, 1993) as corrected at (59 FR 1472; January 11, 1994); Airspace Docket No. 91-ANM-16 altering jet routes in Colorado, Idaho, Kansas, Nebraska, South Dakota, Utah, and Wyoming (58 FR 47633; September 10, 1993) as corrected at 59 FR 5080 (February 3, 1994) and 59 FR 6217 (February 10, 1994); Airspace Docket No. 91-ANM-17 altering VOR Federal airways in Colorado and Wyoming (58 FR 47635; September 10, 1993), as postponed at 58 FR 60552 (November 17, 1993), as postponed at 59 FR 10743 (March 8, 1994), and as postponed at 59 FR 24914 (May 13, 1994), are effective February 28, 1995.

Issued in Washington, DC, on February 8, 1995.

**Harold W. Becker,**

*Manager, Airspace-Rules and Aeronautical Information Division.*

[FR Doc. 95-3476 Filed 2-8-95; 11:41 am]

**BILLING CODE 4910-13-M**

#### 14 CFR Part 71

[Airspace Docket No. 93-ANM-20]

#### Alteration of Jet Route J-171; CO

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; announcement of effective date.

**SUMMARY:** On February 28, 1995, the new Denver International Airport is scheduled to open, replacing Stapleton International Airport. This action supports the new Denver International Airport airspace structure by altering Jet Route J-171 from Tobe, CO, to Hugo, CO. This airspace change was delayed previously pending the opening of the new Denver International Airport. This airspace reconfiguration coincides with the scheduled opening date of the new airport.

**EFFECTIVE DATE:** The final rule at 59 FR 1619, as postponed at 59 FR 10744 and

59 FR 24915, is effective 0701 UTC, February 28, 1995.

#### FOR FURTHER INFORMATION CONTACT:

Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-9230.

**SUPPLEMENTARY INFORMATION:** On January 12, 1994, the Federal Aviation Administration (FAA) published a final rule altering Jet Route J-171 from Tobe, CO, to Hugo, CO, to support the new Denver International Airport airspace reconfiguration.

Most recently, the FAA delayed this rule indefinitely pending the official opening of the new Denver International Airport. The new airport is scheduled to open on February 28, 1995. This airspace reconfiguration coincides with the opening date of the new airport.

Because the public needs to be made aware of the opening date immediately, notice and public procedure are impracticable and good cause exists for making this action effective in less than 30 days.

In consideration of the foregoing, Airspace Docket No. 93-ANM-20 altering Jet Route J-171 (59 FR 1619; January 12, 1994) as postponed at 59 FR 10744 (March 8, 1994) and 59 FR 24915 (May 13, 1994) is effective February 28, 1995.

Issued in Washington, DC, on February 8, 1995.

**Harold W. Becker,**

*Manager, Airspace-Rules and Aeronautical Information Division.*

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#### 14 CFR Part 71

[Airspace Docket Nos. 91-AWA-3]

RIN 2120-AE46

#### Alteration of the Denver Class B Airspace Area; CO

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; announcement of effective date.

**SUMMARY:** On February 28, 1995, the new Denver International Airport is scheduled to open, replacing Stapleton International Airport. This action supports the new Denver International Airport airspace structure by altering the Denver, CO, Class B airspace area.