

Issued in Kansas City, Missouri, on December 11, 1995.

Henry A. Armstrong,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.  
[FR Doc. 95-30675 Filed 12-15-95; 8:45 am]  
BILLING CODE 4910-13-U

#### 14 CFR Part 71

[Airspace Docket No. 95-ANE-60]

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

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to amend 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 to amend 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.

**DATES:** Comments must be received on or before January 17, 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) 238-7050; 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:**

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, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed first under **ADDRESSES** 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 Docket No. 95-ANE-60." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the 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 submitted 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 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 Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedures.

#### The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to reduce 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, to make the necessary changes to the associated Class E airspace areas at Beverly (BVY), Lebanon (LEB), and Nashua (ASH). This action is 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 has determined that reductions in the lateral limits of the Class D airspace areas at BVY, BED, DXR, OWD, LEB, and ASH are appropriate and will not affect aviation safety. As a result of the reductions to the Class D airspace areas at BVY, LEB, and ASH, the FAA must also make minor adjustments to the associated Class E areas at those airports. 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 FAA has determined that these proposed regulations only involve an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, these proposed 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 these routine matters will only affect air traffic procedures and air navigation, it is certified that these proposed 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).

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 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, 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 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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**MANE MA D Beverly, MA [Revised]**

Beverly municipal Airport, MA  
(Lat. 42°35'03" N, long. 70°55'01" 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 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 of 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, and within 1.8 miles each side of the extended centerline of Runway 36, extending from the 4.8-mile radius to 6 miles north of the end of Runway 36. 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°41'45" N, long. 71°33'03" 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 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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**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°55'01" 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 NE E4 Nashua, NH [Revised]**

Nashua, Boire Field, NH  
(Lat. 42°46'54" N, long. 71°30'53" W)  
CHERN NDB  
(Lat. 42°49'54" N, long. 71°30'53" 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 December 7, 1995.

John J. Boyce,

*Acting Manager, Air Traffic Division, New England Region.*

[FR Doc. 95-30689 Filed 12-15-95; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71**

[Airspace Docket No. 95-AWP-28]

**Proposed Establishment of Class E Airspace; Willcox, AZ**

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to establish a Class E airspace area at Willcox, AZ. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 21 and RWY 3 has made this proposal necessary. The intended effect of this proposal is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Cochise County Airport, Willcox, AZ.