

that portion within the Romulus, NY Class E airspace area.

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Issued in Jamaica, New York on November 15, 1996.

John S. Walker,

Manager, Air Traffic Division, Eastern Region.
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14 CFR Part 71

[Airspace Docket No. 96-AEA-09]

Establishment of Class E Airspace; Montauk, NY

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Montauk, NY. The development of a Very High Frequency Omni-Directional Range (VOR) and Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Montauk Airport, Montauk, NY has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Montauk Airport.

EFFECTIVE DATE: 0901 UTC, January 30, 1997.

FOR FURTHER INFORMATION CONTACT:

Mr. Frances T. Jordan, Airspace Specialist, Operations Branch, AEA-530, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

History

On October 7, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by establishing a Class E airspace at Montauk Airport, Montauk, NY (61 FR 52399). The development of a VOR/GPS RWY 6 SIAP at Montauk Airport has made this action necessary.

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. Class E airspace areas designations are published in paragraph 6005 of FAA Order 7400.9D, dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation

listed in this document will be published subsequently in the Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) establishes a Class E airspace area at Montauk, NY. The development of a VOR/GPS RWY 6 SIAP at Montauk Airport has made this action necessary. The intended effect of this action is to provide adequate Class E airspace for aircraft executing the VOR/GPS RWY 6 SIAP at the airport.

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. Therefore, this regulation—(1) is not a “significantly regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 10034; 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 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. 106(g), 40103, 40113, 40120; EO 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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

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

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AEA NY E5 Montauk, NY [New]

Montauk Airport, NY

(Lat. 41°04'35" N, Long. 71°55'15" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Montauk Airport and within 4 miles each side of the 062° bearing from the Hampton VORTAC extending from the 6.5-mile radius to 10 miles northeast of the VORTAC and excluding that portion within the Block Island, RI 700 foot Class E Airspace Area and that portion within the East Hampton, NY 700 foot Class E Airspace Area.

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John S. Walker,

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14 CFR Part 71

[Airspace Docket No. 96-ANE-23]

Establishment of Class E Airspace; Dexter, ME; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; correction.

SUMMARY: This action corrects the longitude and latitude coordinates for Dexter Regional Airport (K1B0) in the description of new Class E airspace established to provide for adequate controlled airspace for those aircraft using the new GPS RWY 34 Instrument Approach Procedure.

EFFECTIVE DATE: 0901 UTC, December 5, 1996.

FOR FURTHER INFORMATION CONTACT:

Joseph A. Bellabona, Operations Branch, ANE-530.6, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7536; fax (617) 238-7596.

SUPPLEMENTARY INFORMATION:

History

On August 19, 1996, the FAA published in the Federal Register (61 FR 42784) a direct final rule establishing Class E airspace at Dexter, ME. That action was necessary to provide adequate controlled airspace for aircraft using the new GPS RWY 34 Instrument Approach Procedure to Dexter Regional Airport (K8B0). The FAA uses the direct final rulemaking procedure for noncontroversial rules when the FAA believes that no adverse public comment will be received. On October 28, 1996, the FAA published in the Federal Register (61 FR 55563) confirmation that the FAA received no adverse comments to this direct final rule, and notice that the original effective date of the rule was extended to December 5, 1996, to allow additional time to coordinate the establishment of