

as they desired. No comments objecting to the revocation of Subpart L were received. This evaluation revealed that the rule serves little if any useful purpose and is no longer needed or desired by air traffic control or by users.

The Rule

In consideration of the foregoing, the FAA is confident that the provisions of Part 91 and the traffic patterns utilized at Airpark-Dallas Airport will continue to provide an adequate level of safety with respect to the Addison Airport Traffic Area. Therefore, this action revokes the special air traffic rules and communication requirements for Airpark-Dallas Airport in FAR Part 93, Subpart L. Affected operations are covered by the appropriate provisions of FAR Part 91, General Operating Rules. This matter was preceded by a Notice of Proposed Rulemaking (49 FR 38295, September 28, 1984). Also, the SFAR which temporarily suspended Subpart L of Part 93 for a year long evaluation included a request for comments. No comments objecting to the proposed Subpart L revocation were received on either document. Because SFAR 48 expired on April 29, 1986, I find that good cause exists for making this final rule effective less than 30 days after its publication to minimize the discontinuity in the air traffic rules applicable to Airpark-Dallas Airport.

Regulatory Flexibility Determination

The FAA has determined that this action: (1) is not a major rule under Executive Order 12291; (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, 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 93

Airport traffic area. Traffic patterns.

The Amendment

PART 93—[AMENDED]

Accordingly, pursuant to the authority delegated to me, Part 93 of the Federal Aviation Regulations (14 CFR Part 93) is amended as follows:

1. The authority citation for Part 93 continues to read as follows:

Authority: 49 U.S.C. 1302, 1303, 1348, 1354(a), 1421(a), 1424, 2402, and 2424; 49

U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983).

Subpart L (§§ 93.141-93.145) [Removed]

2. Subpart L is removed.

Issued in Washington, DC, on July 3, 1986.

Donald D. Engen,
Administrator.

[FR Doc. 86-15568 Filed 7-9-86; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 93

[Docket No. 24255; Amdt. 93-53]

Suspension of Special Air Traffic Rules for Airpark-Dallas Airport, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revokes Subpart L of Part 93 of the Federal Aviation Regulations (FAR) as a result of the year long evaluation which revealed that the rule is no longer needed or desired. Affected operations will be covered by the appropriate provisions of Part 91, General Operating Rules.

EFFECTIVE DATE: July 15, 1986.

FOR FURTHER INFORMATION CONTACT: Mr. Brent A. Fernald, Airspace and Air Traffic Rules Branch, ATO-230, Airspace-Rules and Aeronautical Information Division, Air Traffic Operations Service, Office of the Associate Administrator for Air Traffic, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 426-8626.

SUPPLEMENTARY INFORMATION:

History

On April 1, 1985, the FAA issued Special Federal Aviation Regulation (SFAR) No. 48 (50 FR 16698, April 29, 1985) for the temporary suspension of Subpart L of Part 93 for a 1-year test period to conduct an evaluation of the continued need for that rule. Interested persons were invited to participate in the operational evaluation by submitting such written data, views, or arguments

ATO