

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the 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 6005 The Class E airspace areas extending upward from 700 feet or more above the surface of the earth

* * * * *

AGL WI E5 Rice Lake, WI [Revised]

Rice Lake Regional—Carl's Field Airport, WI (Lat. 45°25'14" N, long. 91°46'25" W).

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Rice Lake Regional—Carl's Field Airport, excluding that airspace within the Cumberland, WI, E5 airspace area.

* * * * *

Issued in Des Plaines, Illinois on March 27, 1996.

Maureen Woods,

Acting Manager, Air Traffic Division.

[FR Doc. 96-9997 Filed 4-23-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-AEA-07]

Amendment to Class E Airspace; Elkins, WV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace at Elkins, WV, to accommodate a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 23 at Elkins-Randolph County-Jennings Randolph Field Airport. Additional controlled airspace extending upward from 700 feet above the surface is needed to accommodate this SIAP and for instrument flight rules (IFR) operations at the airport.

EFFECTIVE DATE: 0901 UTC, June 20, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. Frances T. Jordan., Airspace System Management 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 December 1, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying Class E airspace

at Elkins, WV (60 FR 61669). This action will provide adequate Class E airspace for IFR operations at Elkins-Randolph County-Jennings Randolph Field Airport.

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 designations are published in paragraph 6005 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 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) modified Class E airspace area at Elkins, WV, to accommodate a GPS RWY 23 SIAP and for IFR operations at Elkins-Randolph County-Jennings Randolph field 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 "significant 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; 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth

* * * * *

AEA WV 35 Elkins, WV [Revised]

Elkins-Randolph County-Jennings Randolph Field Airport

(Lat. 38°53'22" N, Long. 79°51'26" W).

That airspace extending upward from 700 feet above the surface within a 11-mile radius of Elkins-Randolph County-Jennings Randolph Field Airport.

* * * * *

Issued in Jamaica, New York on March 22, 1996.

John S. Walker,

Manager, Air Traffic Division, Eastern Region.

[FR Doc. 96-10001 Filed 4-23-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 73

[Airspace Docket No. 94-ANM-25]

Reconfiguration of Restricted Area R-6714, Yakima Firing Center; Washington

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action restructures restricted airspace at Yakima Firing Center, WA. Currently, Restricted Area R-6714 is composed of five subareas: R-6714A, R-6714B, R-6714C, R-6714D, and R-6714E. This rule decreases the size of areas R-6714A, R-6714C, and R-6714D by deleting the restricted airspace west of Interstate Highway 82, and the airspace south of the Yakima Firing Center property boundary. The remainder of R-6714A and R-6714E are redesigned, with three new subareas established: R-6714F, R-6714G, and R-6714H, to facilitate the release of portions of the restricted area for public access. A portion of R-6714G, and all of R-6714H, consisting of new restricted airspace, are established. These changes are the result of a Department of Army review of their overall training and operational requirements.

EFFECTIVE DATE: 0901 UTC, June 20, 1996.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation

Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3075.

SUPPLEMENTARY INFORMATION:

History

On June 1, 1995, the FAA proposed to amend part 73 of the Federal Aviation Regulations (14 CFR part 73) to restructure Restricted Area R-6714, Yakima Firing Center, WA. Interested parties were invited to participate in this rulemaking by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. After further consideration, it was determined that the time of designation for R-6714A would not be amended as proposed. The time of designation would remain as intermittent by NOTAM. Except for the change to the time of designation and editorial changes, this amendment is the same as that proposed in the notice. The coordinates for this airspace docket are based on North American Datum 83. Section 73.67 of part 73 of the Federal Aviation Regulations was republished in FAA Order 7400.8C dated June 29, 1995.

The Rule

This amendment to part 73 of the Federal Aviation Regulations (14 CFR part 73) restructures Restricted Area R-6714, Yakima Firing Center, WA. The Department of Army has performed a review of overall training and operational requirements and has requested changes in the Yakima Firing Center restricted airspace to accommodate changes in its training tactics.

The revised restricted areas support the firing of long-range weapons into existing impact areas. No additional impact areas are established and there is no change in the types of activities currently conducted in the R-6714 complex. In order to achieve training and operational requirements, it was necessary to redesign R-6714A, R-6714B, R-6714C, R-6714D, and R-6714E. R-6714E is a high altitude subdivision that overlies the current restricted airspace configuration. The current subareas R-6714A, R-6714C, and R-6714D, are being decreased in size. Three new subareas are established: R-6714F, R-6714G, and R-6714H. R-6714F is formed from airspace currently in the northwest end of the existing R-6714A. The purpose of the "F" area subdivision is to facilitate the release of restricted airspace to accommodate the VOR and GPS-A instrument approaches at Bowers Field, Ellenburg, WA. R-6714F will be

activated approximately 30 days per year thus reducing the impact on instrument approach procedures at Bowers Field. R-6714G is established from a combination of airspace comprising the northern tip of the existing R-6714A, and the designation of new restricted airspace. R-6714H consists totally of new restricted airspace to the north of the existing R-6714A boundary. The redesigned high altitude subdivision, R-6714E, will overlie all subareas except the new R-6714H. Under this rule, existing restricted airspace outside the Yakima Firing Center boundary is deleted, including all restricted airspace west of Interstate Highway 82, and airspace south of the Yakima Firing Center boundary. Restricted airspace is expanded to the north of the current complex boundary by establishing R-6714G and R-6714H. The expanded area consists of approximately 58,340 acres of Army-owned land and 6,630 acres of Bureau of Land Management (BLM) land. The BLM Wenatchee Resource Office has transferred control of the affected BLM land in R-6714H and R-6714G to the Army for military activities in accordance with 43 CFR 8364.1(a). In addition, the internal boundaries of R-6714A, R-6714B, R-6714C, and R-6714D are also redesigned to accommodate the requirements of the U.S. Army.

The new R-6714 configuration allows the activation of all or selected portions of the restricted area on an as needed basis, thus decreasing the burden on nonparticipating aircraft that normally circumnavigate the restricted areas when they are in use. The activities presently being conducted in the Yakima Firing Center complex, as well as the time of designation, and designated altitudes remain the same.

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.

Environmental Review

The Airfield Commander, Yakima Firing Center, and the Environmental Resources Branch, Environmental and Natural Resources Division, Directorate of Engineering and Housing, Fort Lewis, Washington, performed an environmental assessment (EA) and issued a finding of no significant impact (FONSI). The FAA adopts the U.S. Army EA/FONSI on the basis of the conclusions contained in the EA.

Use of the subject area, as proposed, is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the National Environmental Policy Act (NEPA) and would not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(c) of NEPA.

List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73, as follows:

PART 73—[AMENDED]

1. The authority citation for part 73 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.

§ 73.67 [Amended]

2. Section 73.67 is amended as follows:

R-6714A Yakima, WA [Amended]

By removing the present boundaries and altitudes and substituting the following:

Boundaries. Beginning at lat. 46°51'15"N., long. 119°57'57"W.; thence south along the west edge of the Columbia River to lat. 46°42'28"N., long. 119°58'19"W.; to lat. 46°35'04"N., long. 120°02'50"W.; to lat. 46°37'50"N., long. 120°20'26"W.; to lat. 46°38'29"N., long. 120°20'25"W.; to lat. 46°38'59"N., long. 120°22'13"W.; to lat. 46°42'19"N., long. 120°26'12"W.; then north along the east side of Interstate Highway 82 to lat. 46°47'49"N., long. 120°21'19"W.; to lat. 46°51'09"N., long. 120°09'02"W.; thence to point of beginning.

Designated altitudes. Surface to but not including 29,000 feet MSL.

R-6714B Yakima, WA [Amended]

By removing the present boundaries and altitudes and substituting the following:

Boundaries. Beginning at lat. 46°42'28"N., long. 119°58'19"W.; then

south along the west edge of the Columbia River to lat. 46°38'59"N., long. 119°56'09"W.; to lat. 46°38'08"N., long. 119°56'13"W.; to lat. 46°38'08"N., long. 119°55'04"W.; to lat. 46°33'55"N., long. 119°55'04"W.; to lat. 46°35'04"N., long. 120°02'50"W.; thence to point of beginning.

Designated altitudes. Surface to but not including 29,000 feet MSL.

R-6714C Yakima, WA [Amended]

By removing the present boundaries and altitudes and substituting the following:

Boundaries. Beginning at lat. 46°33'55"N., long. 119°55'04"W.; to lat. 46°32'50"N., long. 119°55'04"W.; to lat. 46°32'50"N., long. 120°04'25"W.; to lat. 46°37'03"N., long. 120°20'26"W.; to lat. 46°37'50"N., long. 120°20'26"W.; to lat. 46°35'04"N., long. 120°02'50"W.; thence to point of beginning.

Designated altitudes. Surface to but not including 29,000 feet MSL.

R-6714D Yakima, WA [Amended]

By removing the present boundaries and altitudes and substituting the following:

Boundaries. Beginning at lat. 46°38'59"N., long. 120°22'13"W.; to lat. 46°38'59"N., long. 120°23'45"W.; to lat. 46°40'34"N., long. 120°26'39"W.; to lat. 46°42'19"N., long. 120°26'12"W.; thence to point of beginning.

Designated altitudes. Surface to but not including 29,000 feet MSL.

R-6714E Yakima, WA [Amended]

By removing the present boundaries and altitudes and substituting the following:

Boundaries. Beginning at lat. 46°51'15"N., long. 119°57'57"W.; thence south along the west side of the Columbia River to lat. 46°42'28"N., long. 119°58'19"W.; thence south along the west side of the Columbia River to lat. 46°38'59"N., long. 119°56'09"W.; to lat. 46°38'08"N., long. 119°56'13"W.; to lat. 46°38'08"N., long. 119°55'04"W.; to lat. 46°33'55"N., long. 119°55'04"W.; to lat. 46°33'19"N., long. 119°55'04"W.; to lat. 46°32'50"N., long. 119°55'04"W.; to lat. 46°32'50"N., long. 120°04'25"W.; to lat. 46°37'03"N., long. 120°20'26"W.; to lat. 46°37'50"N., long. 120°20'26"W.; to lat. 46°38'29"N., long. 120°20'25"W.; to lat. 46°38'59"N., long. 120°22'13"W.; to lat. 46°38'59"N., long. 120°23'45"W.; to lat. 46°40'34"N., long. 120°26'39"W.; to lat. 46°42'19"N., long. 120°26'12"W.; thence north along the east side of Interstate Highway 82 to lat. 46°47'49"N., long. 120°21'19"W.; thence north along the east side of Interstate Highway 82 to lat. 46°49'35"N., long. 120°21'38"W.; to lat. 46°51'09"N., long.

120°21'38"W.; to lat. 46°51'09"N., long. 120°16'34"W.; to lat. 46°54'29"N., long. 120°15'04"W.; to point of beginning.

Designated altitudes. 29,000 feet MSL to but not including 55,000 feet MSL.

R-6714F Yakima, WA [New]

Boundaries. Beginning at lat. 46°47'49"N., long. 120°21'19"W.; thence north along the east side of Interstate Highway 82 to lat. 46°49'35"N., long. 120°21'38"W.; to lat. 46°51'09"N., long. 120°21'38"W.; to lat. 46°51'09"N., long. 120°09'02"W.; thence to point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Intermittent by NOTAM.

Controlling agency. FAA, Seattle ARTCC.

Using agency. U.S. Army, Commanding General, Fort Lewis, WA.

R-6714G Yakima, WA [New]

Boundaries. Beginning at lat. 46°51'09"N., long. 120°16'34"W.; to lat. 46°54'29"N., long. 120°15'04"W.; to lat. 46°51'15"N., long. 119°57'57"W.; to lat. 46°51'09"N., long. 120°08'54"W.; thence to point of beginning.

Designated altitudes. Surface to but not including 29,000 feet MSL.

Time of designation. Intermittent by NOTAM.

Controlling agency. FAA, Seattle ARTCC.

Using agency. U.S. Army, Commanding General, Fort Lewis, WA.

R-6714H Yakima, WA [New]

Boundaries. Beginning at lat. 46°54'58"N., long. 120°00'33"W.; excluding that airspace within a 1.5-mile radius of the Vantage Airport to lat. 46°54'39"N., long. 119°59'31"W.; thence south along the west side of the Wanpaum Road to lat. 46°51'15"N., long. 119°57'57"W.; to lat. 46°54'29"N., long. 120°15'04"W.; to lat. 46°55'20"N., long. 120°15'04"W.; thence to point of beginning.

Designated altitudes. Surface to but not including 5,500 feet MSL.

Time of designation. Intermittent by NOTAM.

Controlling agency. FAA, Seattle ARTCC.

Using agency. U.S. Army, Commanding General, Fort Lewis, WA.

Issued in Washington, DC, on April 11, 1996.

Harold W. Becker,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 96-9999 Filed 4-23-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 95

[Docket No. 28526; Amdt. No. 395]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, April 25, 1996.

FOR FURTHER INFORMATION CONTACT:

Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone: (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the