

substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the System Management Branch, AAL-530, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587. 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 procedure.

#### The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify Class D and Class E airspace at Bethel, AK. Changes to the Bethel airspace will incorporate an exclusion below 1,100 feet MSL between the 061° radial and the 081° radial from 2.9 nautical miles northeast to the Bethel VORTAC. The changes are required to create a Hanger Lake exclusion area as requested by Bethel Airport user groups for VFR operations when Bethel has IFR weather conditions. The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class D airspace area designations are published in paragraph 5000 of FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1 (58 FR 36298; July 6, 1993). The Class E airspace areas designated as 700/1200 foot transition areas 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 (58 FR 36298; July 6, 1993). The Class D and Class E airspace designations listed in this document would be published subsequently in the Order. The FAA has determined that these proposed regulations only involve an established body of technical regulations for which frequent and routing 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, when promulgated, 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).

#### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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. 40103, 40113, 40120; 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 Federal Aviation Administration Order 7400.9C, Airspace Designation and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

##### *Paragraph 5000 Class D Airspace*

\* \* \* \* \*

AAL AK D Bethel, AK

Bethel Airport, AK

(Lat. 60°46'47" N, long. 161°50'17" W)

Bethel VORTAC

(Lat. 60°47'05" N, long. 161°49'27" W)

That airspace extending upward from the surface to and including, 2,600 feet MSL within a 4.1-mile radius of the Bethel Airport, excluding that portion below 1,100 feet MSL between the 061° radial and the 081° radial from 2.9 miles northeast of the Bethel VORTAC. 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.

\* \* \* \* \*

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

\* \* \* \* \*

AAL AK E4 Bethel, AK

Bethel Airport, AK

(Lat. 60°46'47" N, long. 161°50'17" W)

Bethel VORTAC

(Lat. 60°47'05" N, long. 161°49'27" W)

That airspace extending upward from the surface within 3 miles each side of the 022° radial from the Bethel VORTAC, extending from the 4.1-mile radius of the Bethel Airport to 8.2 miles northeast of the airport,

excluding that portion below 1,100 feet MSL between the 061° radial and the 081° radial from 2.9 miles northeast of the Bethel VORTAC, within 3.4 miles each side of the Bethel VORTAC 006° radial, extending from the 4.1-mile radius of the Bethel Airport to 11 miles north of the Bethel VORTAC and within 3.5 miles each side of the Bethel VORTAC 213° radial extending from the 4.1-mile radius of the Bethel Airport to 10 miles southwest of the airport.

\* \* \* \* \*

Issued in Anchorage, AK, on June 12, 1996.  
Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 96-15986 Filed 6-21-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 96-AAL-2]

#### **Proposed Revision of Class E Airspace; Wrangell, St. Paul Island, Petersburg, and Sitka, AK; Establishment of Class E Airspace at Noatak, AK**

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to revise Class E airspace at Wrangell, St. Paul Island, Petersburg, and Sitka, AK, and establish Class E airspace at Noatak, AK. The FAA has developed Global Positioning System (GPS) instrument approach procedures at Wrangell Airport, James A. Johnson Airport (Petersburg), and Sitka Airport; a Microwave Landing System (MLS) approach procedure at St. Paul Island Airport; and Non-directional beacon (NDB)/Distance Measuring Equipment (DME) approach procedure at Noatak Airport, Alaska. Changes to the Wrangell airspace incorporated a new Wrangell Localizer course, provided new segment widths, and will declutter the chart depiction. Changes to the Petersburg airspace incorporated protected airspace for transition to approach, provided new segment widths to Fredericks Point NDB 140° bearing, corrected the misspelling of Level Island, and changed the altitude needed for the missed approaches. Changes to the Sitka airspace incorporated protected airspace for the holding pattern. Changes to the St. Paul Island airspace incorporated new coordinates for the airport and non-directional beacon. Noatak Class E airspace will be established for NDB/DME instrument approach procedures. This action will change the Noatak Airport status from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR).

The areas would be depicted on aeronautical charts for pilot reference. The intended effect of this proposal is to provide adequate Class E airspace to contain IFR operations in controlled airspace.

**DATES:** Comments must be received on or before August 12, 1996.

**ADDRESSES:** Send comments on the proposal in triplicate to: Manager, System Management Branch, AAL-530, Docket No. 96-AAL-2, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Alaskan Region at the same address.

An informal docket may also be examined during normal business hours in the Office of the Manager, System Management Branch, Air Traffic Division, at the address shown above.

**FOR FURTHER INFORMATION CONTACT:** Robert van Haastert, System Management Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5902.

**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, aeronautical, 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 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 Airspace Docket No. 96-AAL-2." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified 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 System Management Branch, Air Traffic Division, Federal

Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK, 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 NPRM's**

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the System Management Branch, AAL-530, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587. 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 procedure.

**The Proposal**

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify Class E airspace at Wrangell, St. Paul Island, Petersburg, and Sitka, AK, and establishing Class E airspace at Noatak, AK. The FAA has developed IFR approach and departure procedures using Global Positioning System (GPS) at Wrangell Airport, James A. Johnson Airport (Petersburg), and Sitka Airport; a Microwave Landing System (MLS) approach procedures at St. Paul Island Airport; and NDB/DME approach procedures at Noatak, Alaska. The Wrangell airspace will incorporate a new Wrangell Localizer course, provide new segment widths, and the area chart will have a cleaner, less cluttered depiction. The Petersburg airspace will incorporate protected airspace for the transition to approach, provide new segment widths along the Fredericks Point NDB 140° bearing, corrected the spelling of Level Island, and lowered the altitude needed for missed approaches from 5,500 to 3,300 feet. The Sitka airspace will incorporate protected airspace for the holding pattern to runway 11. The St. Paul Island airspace will incorporate the revised coordinates for the NDB and airport. New Class E airspace will be established for Noatak, AK, to accommodate a new NDB/DME instrument approach procedure. The Noatak Airport status will change from VFR to IFR. The areas would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designated as 700/1200 foot transition areas 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 (58 FR 36298; July 6, 1993). The Class E airspace designation listed in this document would be published subsequently in the 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. 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, when promulgated, 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).

**The Proposed Amendment**

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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. 40103, 40113, 40120; 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 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 6002 The Class E airspace areas listed below are designated as a surface area for an airport.*

\* \* \* \* \*

AAL AK E2 Petersburg, AK [New]

Petersburg Airport, AK  
(Lat. 56°48'06" N, long. 132°56'43" W)

Within a 4.1-mile radius of the James A. Johnson Airport, Petersburg, Alaska. The Class E airspace 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 Supplement Alaska  
(Airport/Facility Directory).

\* \* \* \* \*

AAL AK E2 Wrangell, AK [New]

Wrangell Airport, AK

(Lat. 56°29'04" N, long. 132°22'11" W)

Within a 4.1-mile radius of the Wrangell Airport, Alaska. The Class E airspace 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 Supplement Alaska (Airport/Facility Directory).

\* \* \* \* \*

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

\* \* \* \* \*

AAL AK E5 Wrangell, AK [Revised]

Wrangell Airport, AK

(Lat. 56°29'04" N, long. 132°22'11" W)

Wrangell Localizer

(Lat. 56°29'03" N, long. 132°21'45" W)

Level Island VOR/DME

(Lat. 56°28'04" N, long. 133°04'59" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Wrangell Airport and within 2.5 miles south and 3.5 miles north of the Wrangell Localizer front course extending from the 6.5-mile radius to 17.5 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 6 miles either side of the Wrangell Localizer front course extending from 14.5 miles west of the airport to 25 miles west of the airport and within 4 miles each side of the Level Island VOR/DME 086° radial extending from the VOR/DME to the Localizer; and within 5 miles west and 6 miles east of the 148° bearing from the Wrangell NDB extending to 25 miles southeast of the airport; and that airspace extending upward from 5,700 feet MSL within 32 miles of the Level Island VOR/DME extending clockwise from the VOR/DME 327° radial to the VOR/DME 035° radial.

\* \* \* \* \*

AAL AK E5 Petersburg, AK [Revised]

Petersburg Airport, AK

(Lat. 56°48'06" N, long. 132°56'43" W)

Level Island VOR/DME

(Lat. 56°28'04" N, long. 133°04'59" W)

Petersburg Localizer

(Lat. 56°48'02" N, long. 132°55'34" W)

Fredericks Point NDB

(Lat. 56°47'32" N, long. 132°49'15" W)

That airspace extending upward from 700 feet above the surface within a 6.5 mile radius of the Petersburg Airport; and that airspace extending upward from 1,200 feet above the surface within 4 miles east and 7 miles west of the Petersburg Localizer front course extending from the 6.5-mile radius to 51 miles north of the Level Island VOR/DME and within 4 miles northeast and 5 miles southwest of the Fredericks Point NDB 140° bearing extending from the 6.5-mile radius to 10 miles southeast of the NDB; and that

airspace extending upward from 3,300 feet MSL within 5 miles either side of the Level Island VOR/DME 013° radial from the 6.5-mile radius to the VOR/DME; and that airspace extending upward from 4,200 feet MSL within 28.6 miles of the Level Island VOR/DME extending clockwise from the VOR/DME 011° radial to the 148° radial; and that airspace extending upward from 5,700 feet MSL within 51 miles of the VOR/DME extending clockwise from the Level Island VOR/DME 326° radial to the 011° radial; excluding that airspace within the Sitka, AK, Class E airspace area.

\* \* \* \* \*

AAL AK E5 Sitka, AK [Revised]

Sitka Airport, AK

(Lat. 57°02'50" N, long. 135°21'41" W)

Biorka Island VORTAC

(Lat. 56°51'34" N, long. 135°33'04" W)

Sitka Localizer

(Lat. 57°02'53" N, long. 135°21'54" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Sitka Airport and within 4 miles each side of the 029° and 209° radials of the Biorka Island VORTAC extending from the 6.6-mile radius to 1 mile south of the VORTAC and within a 14-mile radius of the Biorka Island VORTAC extending clockwise from the 127° radial to the 323° radial and within 4 miles west and 8 miles east of the Biorka Island VORTAC 209° radial extending from the 14-mile radius to 16 miles southwest of the VORTAC and within 4 miles east and 6 miles west of the Sitka Localizer front course extending from the Sitka Localizer to 22 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within a 40-mile radius of the Biorka Island VORTAC; and that airspace extending upward from 5,500 feet MSL within an 85-mile radius of the VORTAC; excluding that airspace within Control 1487L; more than 12 miles from the shoreline; and within the Juneau, AK, and the Ketchikan, AK, Class E airspace areas.

\* \* \* \* \*

AAL AK E5 St. Paul Island, AK [Revised]

St. Paul Island Airport, AK

(Lat. 57°10'10"02.30" N, long.

170°13'13.60" W)

St. Paul Localizer

(Lat. 57°10'44.56" N, long. 170°13'00.39" W)

St. Paul NDB/DME

(Lat. 57°09'28" N, long. 170°13'51" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the St. Paul Island Airport and within 4 miles west and 8 miles east of the St. Paul Localizer front course extending from 4 miles south of the St. Paul NDB/DME to 20 miles south of the NDB/DME and within 4 miles east and 8 miles west of the St. Paul Localizer back course extending from 5 miles north on the NDB/DME to 21 miles north of the NDB/DME and within 4 miles east and 8 miles west of the 018° bearing from the NDB/DME extending from 6 miles north of the NDB/DME to 22 miles north of the NDB/DME; and that airspace extending

upward from 1,200 feet above the surface within 14 miles of the NDB/DME.

\* \* \* \* \*

AAL AK E5 Noatak, AK [New]

Noatak Airport, AK

(Lat. 67°33'58" N, long. 162°58'40" W)

Noatak NDB/DME

(Lat. 67°34'19" N, long. 162°58'26" W)

That airspace extending upward from 700 feet MSL above the surface within a 6.5-mile radius of the Noatak Airport and within 4 miles either side of the 197° bearing from the Noatak NDB/DME from the 6.5-mile radius to 10 miles southwest of the NDB/DME; and that airspace extending upward from 1,200 feet above the surface within 4 miles either side of the 197° bearing from the Noatak NDB/DME extending from the 6.5-mile radius to 14 miles southwest and within 4 miles east and 5 miles west of the 017° bearing from the NDB/DME extending from the 6.5-mile radius to 11 miles northeast of the NDB/DME.

\* \* \* \* \*

Issued in Anchorage, AK, on June 12, 1996.

Willis C. Nelson,

Manager, Air Traffic Division Alaskan Region.

[FR Doc. 96-15985 Filed 6-21-96; 8:45 am]

BILLING CODE 4910-13-P

## 14 CFR Part 71

[Airspace Docket No. 96-ASO-12]

### Proposed Amendment to Class E Airspace; Tampa, FL

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to modify Class E airspace at Tampa, FL. A GPS RWY 18 Standard Instrument Approach Procedure (SIAP) has been developed for Vandenberg Airport. Controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP and for instrument flight rules (IFR) operations at Vandenberg Airport. The operating status of the airport will change from VFR to include IFR operations concurrent with publication of this SIAP.

**DATES:** Comments must be received on or before August 1, 1996.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 96-ASO-12, Manager, Operations Branch, ASO-530, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305-5586.