

airspace at Forsyth, Montana. 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.

List of Subject in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the FAA 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 the 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.

* * * * *

ANM MT E5 Forsyth, MT [Revised]
Forsyth, Tillitt Field, MT
(Lat. 46°16'16"N, long. 106°37'26"W)
Forsyth NDB
(Lat. 46°16'10"N, long. 106°31'03"W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Tillitt Field, and within 3.5 miles north and 4.3 miles south of the 075° bearing from the Forsyth NDB extending from the NDB to 8.7 miles east of the NDB; that airspace extending upward from 1,200 feet above the surface bounded on the north by the south edge of V-120, on the south by the north edge of V-2, and on the west by long. 107°00'00"W; excluding that portion which overlies the Miles City, Frank Wiley Field, MT, Class E airspace area.

Issued in Seattle, Washington, on December 9, 1996.

Glenn A. Adams III,
Assistant Manager, Air Traffic Division,
Northwest Mountain Region.
[FR Doc. 96–32699 Filed 12–23–96; 8:45 am]
BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 95–AWP–3]

Establishment of Class E Airspace; Grand Canyon-Valle Airport, AZ

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects errors in the geographic coordinates of a final rule that was published in the Federal Register on November 21, 1996 (61 FR 59180), Airspace Docket No. 95–AWP–3.

EFFECTIVE DATE: 0901 UTC January 30, 1997.

FOR FURTHER INFORMATION CONTACT:
William Buck, Airspace Specialist,
Operations Branch, AWP–530, Air
Traffic Division, Western-Pacific
Region, Federal Aviation
Administration, 15000 Aviation
Boulevard, Lawndale, California, 90261,
telephone (310) 725–6556.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 96–29818, Airspace Docket No. 95–AWP–3, published on November 21, 1996 (61 FR 59180), established the description of the Class E airspace area at Grand Canyon-Valle Airport, AZ. An error was discovered in geographic coordinates for the Grand Canyon-Valle Airport, AZ, Class E airspace area. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Class E airspace area at Grand Canyon-Valle Airport, AZ, as published in the Federal Register on November 21, 1996 (61 FR 59180), (Federal Register Document 96–29818; page 59180, column 3, and page 59181, column 1), are corrected as follows:

§ 71.1 [Corrected]

* * * * *

AWP AZ E5 Grand Canyon-Valle Airport,
AZ [Corrected]

Grand Canyon-Valle Airport, AZ
(lat. 35°39'03"N, long. 112°08'47"W)

On page 59180, column 3, and page 59181, column 1, the airspace description for Grand

Canyon-Valle Airport, AZ, is corrected to read as follows:

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Valle Airport and within 1.4 each side of the 021° bearing from the Valle Airport extending from the 6.4-mile radius of the Valle Airport to 8 miles northwest of the Valle Airport and within 2 miles each side of the 201° bearing from the Valle Airport extending from the 6.4-mile radius of the Valle Airport to 10 miles southwest of the Valle Airport. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 35°42'30"N, long. 112°00'03"W; to lat. 35°18'30"N, long. 112°00'03"W; to lat. 35°24'00"N, long. 112°21'30"W; to lat. 35°34'00"N, long. 112°20'30"W; to lat. 35°38'30"N, long. 112°17'30"W; to lat. 35°38'30"N, long. 112°07'03"W; to lat. 35°42'30"N, long. 112°07'03"W, thence to the point of beginning.

* * * * *

Issued in Los Angeles, California, on December 10, 1996.

Leonard A. Mobley,
Acting Manager, Air Traffic Division Western-Pacific Region

[FR Doc. 96–32694 Filed 12–23–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 95

[Docket No. 28764; Admit. No. 400]

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, January 30, 1997.

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 close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days. 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. For the same reason, the FAA certifies that this amendment will not have a

significant economic impact on a substantial number small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).

Issued in Washington, D.C. on December 17, 1996.

Thomas C. Accardi,

Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, January 30, 1997.

1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

PART 95—[AMENDED]

2. Part 95 is amended to read as follows:

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES & CHANGEOVER POINTS

[Amendment 400 Effective Date, January 30, 1997]

From	To	MEA
§ 95.6010 VOR FEDERAL AIRWAY 10 IS AMENDED TO READ IN PART		
Litchfield, MI VORTAC *7500—MRA	*CRUXX, MI FIX	3000
CRUXX, MI FIX *2200—MOCA	CARLETON, MI VORTAC	*3000
§ 95.6068 VOR FEDERAL AIRWAY 68 IS AMENDED TO READ IN PART		
JUNCTION, TX VORTAC	CENTER POINT, TX VORTAC	3800
§ 95.6076 VOR FEDERAL AIRWAY 76 IS AMENDED TO READ IN PART		
WELCH, TX FIX *4500—MOCA	PATTS, TX FIX	*6100
§ 95.6077 VOR FEDERAL AIRWAY 77 IS AMENDED TO READ IN PART		
ABILENE, TX VORTAC *3100—MOCA	WICHITA FALLS, TX VORTAC	*3900
§ 95.6081 VOR FEDERAL AIRWAY 81 IS AMENDED TO READ IN PART		
MIDLAND, TX VORTAC PATTS, TX FIX *7000—MRA *4500—MOCA	PATTS, TX FIX *WELCH, TX FIX	4500 **6100
§ 95.6452 VOR FEDERAL AIRWAY 452 IS AMENDED TO READ IN PART		
DIBVY, AK FIX GALENA, AK VORTAC *3300—MOCA	GALENA, AK VORTAC ZOMBY, AK FIX	3000 *4000
ZOMBY, AK FIX	HORSI, AK FIX E BND W BND	*7000 *4000

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES & CHANGEOVER POINTS—Continued

[Amendment 400 Effective Date, January 30, 1997]

From	To	MEA
*4000—MOCA		
§ 95.6488 VOR FEDERAL AIRWAY 488 IS AMENDED TO READ IN PART		
HOOPER BAY, AK VOR/DME	AKELT, AK FIX	
	NE BND	10000
	SW BND	4000
AKELT, AK FIX	ALMOT, AK FIX	
	SW BND	*10000
	NE BND	*4000
*4000—MOCA		
ALMOT, AK FIX	UNALAKLEET, AK VORTAC	
	SW BND	10000
	NE BND	3000
UNALAKLEET, AK VORTAC	EDMON, AK FIX	
	NE BND	*5500
	SW BND	*4000
*4000—MOCA		
VENCE, AK FIX	GALENA, AK VORTAC	
	SW BND	*5500
	NE BND	*3000
*2500—MOCA		
GALENA, AK VORTAC	KUHZE, AK FIX	*5000
*4400—MOCA		
KUHZE, AK FIX	CHOKK, AK FIX	6000
CHOKK, AK FIX	TANANA, AK VOR/DME	
	SW BND	6000
	NE BND	3000
TANANA, AK VOR/DME	REEBA, AK FIX	
	E BND	*7000
	W BND	*4000
*4000—MOCA		
§ 95.6489 VOR FEDERAL AIRWAY 489 IS AMENDED TO READ IN PART		
GALENA, AK VORTAC	ZOMBY, AK FIX	*4000
*3300—MOCA		
ZOMBY, AK FIX	HORSI, AK FIX	
	E BND	*7000
	W BND	*4000
*4000—MOCA		
§ 95.6498 VOR FEDERAL AIRWAY 498 IS AMENDED TO READ IN PART		
MC GRATH, AK VORTAC	NIXON, AK FIX	
	NW BND	*6000
	SE BND	*4500
*4500—MOCA		
NIXON, AK FIX	AHVUH, AK FIX	*6000
*5500—MOCA		
AHVUH, AK FIX	GALENA, AK VORTAC	
	SE BND	*6000
	NW BND	*4000
*4000—MOCA		
GALENA, AK VORTAC	EBIKY, AK FIX	*3000
*2500—MOCA		
EBIKY, AK FIX	*KATEL, AK FIX	
	NW BND	**8000
	SE BND	**4000
*8000—MRA		
*4000—MOCA		
BALIN, AK FIX	KOTZEBUE, AK VOR/DME	
	SE BND	*8000
	NW BND	*2000
*2000—MOCA		

From	To	MEA	MMA
§ 95.7522 JET ROUTE NO. 522 IS AMENDED BY ADDING			
BRAINERD, MN VORTAC	GREEN BAY, WI VORTAC	18000	45000
From	To	Changeover points	
		Distance	From
§ 95.8003 VOR FEDERAL AIRWAYS CHANGEOVER POINTS, AIRWAY SEGMENT, V-189 IS AMENDED BY ADDING			
WRIGHT BROTHERS, NC VOR/DME	TAR RIVER, NC VORTAC	25	WRIGHT BROTHERS.

[FR Doc. 96-32697 Filed 12-23-96; 8:45 am]
BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28756; Amdt. No. 1770]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

*For Purchase—*Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or
2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription—*Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

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, DC 20591; telephone (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, and 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the Federal Register expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the

affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

The Rule

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impractical and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

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