

Sailplane models	Glasflugel Flight and Service Manual amendment page numbers	Manual date
Club Libelle 205. Kestrel .....	pages 42a and 42b. pages 27a and 27b.	October 1974. April 1971.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Glasflugel, c/o Hr. H. Streifeneder, Glasfaser-Flugzeug-Service GmbH, Hofener Weg, D-72582 Grabenstetten, Germany. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment (39-9908) becomes effective on March 21, 1997.

Issued in Kansas City, Missouri, on January 21, 1997.

Henry A. Armstrong,  
*Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.*

[FR Doc. 97-2105 Filed 1-28-97; 8:45 am]

BILLING CODE 4910-13-P

## 14 CFR Part 71

### [Airspace Docket No. 96-ANM-23]

#### Removal of Class D Airspace and Establishment of Class E Airspace; Coeur d'Alene, Idaho

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

**ACTION:** Final rule.

**SUMMARY:** This action removes Class D airspace and establishes Class E airspace at Coeur d'Alene, Idaho. This action is the result of decommissioning the air traffic control tower at Coeur d'Alene Air Terminal, Idaho. This amendment brings publications up-to-date giving continuous information to the aviation public.

**EFFECTIVE DATE:** 0901 UTC, March 27, 1997.

**FOR FURTHER INFORMATION CONTACT:** James Riley, ANM-532.2, Federal Aviation Administration, Docket No. 96-ANM-23, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone number: (206) 227-2537.

#### SUPPLEMENTARY INFORMATION:

##### History

On September 9, 1996, the FAA proposed to amend part 71 of Federal Aviation Regulations (14 CFR part 71) by removing Class D airspace and

establishing Class E airspace at Coeur d'Alene, Idaho (61 FR 47465). On December 2, 1996, Supplemental Notice of Proposed Rulemaking was published to correct errors and omissions discovered in the September 9, 1996, publication (61 FR 63764). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace is published in Paragraph 6002 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 Federal Aviation Regulations removes Class D airspace, along with the associated Class E4 airspace designation, and establishes Class E airspace at Coeur d'Alene, Idaho. The FAA has determined that this proposed 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 Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, 14 CFR part 71 is amended 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 5000 Class D Airspace.

\* \* \* \* \*

ANM ID D Coeur d'Alene, ID [Remove]

\* \* \* \* \*

#### Paragraph 6004 Class E airspace areas designated as an extension to a Class D surface area.

\* \* \* \* \*

ANM ID E4 Coeur d'Alene, ID [Remove]

\* \* \* \* \*

#### Paragraph 6002 Class E airspace areas designated as a surface area for an airport.

\* \* \* \* \*

ANM ID E2 Coeur d'Alene, ID [New]

Coeur d'Alene Air Terminal, ID

(Lat. 47°46'28"N, long 116°49'11"W)

Coeur d'Alene VOR/DME

(Lat. 47°46'25"N, long. 116°49'14"W)

Within a 4.4-mile radius of the Coeur d'Alene Air Terminal, and within 3.5 miles each side of the Coeur d'Alene VOR/DME 251 degree radial extending from the 4.4-mile radius to 6 miles southwest of the airport and within 1.8 miles each side of the Coeur d'Alene VOR/DME 183 degree radial extending from the 4.4-mile radius to 8 miles south of the airport. This 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 Airport/Facility Directory.

\* \* \* \* \*

Issued in Seattle, Washington, on January 13, 1997.

Glenn A. Adams,

*Assistant Manager, Air Traffic Division,  
Northwest Mountain Region.*

[FR Doc. 97-2090 Filed 1-28-97; 8:45 am]

BILLING CODE 4910-13-M

## 14 CFR Part 71

### [Airspace Docket No. 96-ANM-010]

#### Amendment of Class E Airspace; Holyoke, Colorado

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Holyoke, Colorado, Class E airspace to accommodate Global Positioning System (GPS) and Nondirectional Beacon (NDB) Standard Instrument Approach Procedures (SIAP) to the Holyoke Airport.

**EFFECTIVE DATE:** 0901 UTC, March 27, 1997.

**FOR FURTHER INFORMATION CONTACT:**

James C. Frala, Operations Branch, ANM-532.4, Federal Aviation Administration, Docket No. 96-ANM-010, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

**SUPPLEMENTARY INFORMATION:****History**

On November 13, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class E airspace at Holyoke, Colorado, to accommodate a new GPS SIAP and a NDB SIAP to the Holyoke Airport (61 FR 58150).

Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth 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 listed in this document will be published subsequently in the Order.

**The Rule**

This amendment to part 71 of Federal Aviation Regulations amends Class E airspace at Holyoke, Colorado. 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 Subjects 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 CO E5 Holyoke, CO [Revised]

Holyoke Airport, CO  
(Lat. 40°34'37" N, long. 102°16'42" W)

That airspace extending upward from 700 feet above the surface with a 7.5-mile radius of the Holyoke Airport, and within 4.5 miles west and 8 miles east of the 023° bearing from the Holyoke Airport extending from the 7.5-mile radius to 17 miles north, and within 5 miles west and 8 miles east of the 180° bearing from the Holyoke Airport extending from the 7.5-mile radius to 22 miles south.

\* \* \* \* \*

Issued in Seattle, Washington, on January 13, 1997.

Glenn A. Adam,

*Assistant Manager, Air Traffic Division,  
Northwest Mountain Region.*

[FR Doc. 97-2091 Filed 1-28-97; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 73**

**[Airspace Docket No. 96-ASO-31]**

**RIN 2120-AA66**

**Change Controlling Agency for  
Restricted Areas 2905A (R-2905A) and  
R-2905B, Tyndall Air Force Base  
(AFB), FL**

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

**ACTION:** Final rule.

**SUMMARY:** This action changes the designated controlling agency for Restricted Areas R-2905A and R-2905B, Tyndall AFB, FL, from "FAA, Jacksonville ARTCC" to "Tyndall Radar Approach Control."

**EFFECTIVE DATE:** 0901 UTC, March 27, 1997.

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

Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8783.

**SUPPLEMENTARY INFORMATION:****Background**

Restricted Areas R-2905A and R-2905B lie within the confines of airspace delegated to Tyndall Radar Approach Control. It is necessary to change the designated controlling agency to reflect current airspace areas of responsibility.

**The Amendment**

This amendment to part 73 of the Federal Aviation Regulations (14 CFR part 73) changes the designated controlling agency for R-2905A and R-2905B, Tyndall AFB, FL, from "FAA, Jacksonville ARTCC" to "Tyndall Radar Approach Control."

Since this action simply changes the published controlling agency, the FAA finds that notice and public procedure under 5 U.S.C. 553(b) are unnecessary because this action is a minor technical amendment in which the public would not be particularly interested. Section 73.29 of part 73 of the Federal Aviation Regulations was republished in FAA Order 7400.8D dated July 11, 1996.

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 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**

This action is a minor administrative change amending the published controlling agency for Restricted Areas R-2905A and R-2905B. There are no changes to air traffic control procedures or routes as a result of this action. Also, there are no changes to the dimensions of type of activity conducted in these areas as a result of this action. Therefore, this action is not subject to environmental assessments and procedures under FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts,"