

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.

§ 73.53 [Amended]

2. Section 73.53 is amended as follows:

R-5301 Albemarle, NC [Amended]

By removing the current controlling agency and substituting the following: “Controlling agency. FAA, Norfolk ATCT, Norfolk, VA.”

R-5302A Harvey Point, NC [Amended]

By removing the current controlling agency and substituting the following: “Controlling agency. FAA, Norfolk ATCT, Norfolk, VA.”

R-5302B Harvey Point, NC [Amended]

By removing the current controlling agency and substituting the following: “Controlling agency. FAA, Norfolk ATCT, Norfolk, VA.”

R-5302C Harvey Point, NC [Amended]

By removing the current controlling agency and substituting the following: “Controlling agency. FAA, Norfolk ATCT, Norfolk, VA.”

Issued in Washington, DC, on October 2, 1996.

Harold W. Becker,

*Acting Program Director for Air Traffic
Airspace Management.*

[FR Doc. 96–26095 Filed 10–9–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 73

[Airspace Docket No. 96–ANM–16]

RIN 2120–AA66

Changes to Restricted Areas R-6714A, E, F, G, and H, Yakima, WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends restricted airspace at Yakima Firing Center, WA. This action redefines Restricted Areas R-6714A, R-6714E, R-6714G, and R-6714H to delete a congruent point in the airspace description that encroached on the protected airspace for Very High Frequency Omnidirectional Range (VOR) Federal Airway V-187. In

addition, the designated altitude of R-6714F is amended from “surface to 29,000 feet,” to “surface to but not including 29,000 feet.”

EFFECTIVE DATE: 0901 UTC, December 5, 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) 267–8783.

SUPPLEMENTARY INFORMATION:**Background**

In 1962, R-6714 was established to support the firing of long-range weapons for the U.S. Army. Since its inception, many refinements have been made to the restricted area to reflect changing requirements as well as administrative changes. The latest refinement occurred on April 11, 1996, when the FAA published a final rule (61 FR 18062) expanding and redefining the Yakima Firing Center restricted area complex. These changes, effective June 20, 1996, were instituted as part of a U.S. Army review of future training requirements.

Upon further review of this airspace action by the Seattle Flight Procedures Office, it was determined that the current configuration of the Yakima Firing Center restricted areas encroached slightly on the protected airspace for VOR Federal Airway V-187. (As an interim measure, the FAA published a Notice to Airmen indicating that V-187 is unusable when R-6714 is in use.) This action removes that encroachment. In addition, the designated altitude of R-6714F is amended from “surface to 29,000 feet,” to “surface to but not including 29,000 feet.”

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 7400.8D dated July 11, 1996.

The Rule

This amendment to part 73 of the Federal Aviation Regulations (14 CFR part 73) amends R-6714A, R-6714E, R-6714F, R-6714G, and R-6714H, Yakima Firing Center, WA. This rule moves a congruent corner defining R-6714A, R-6711E, R-6714G, and R-6714H approximately ¼ quarter mile west to remove the encroachment on the protected airspace of V-187. Additionally, the designated altitude of R-6714F is changed from “surface to 29,000 feet,” to “surface to but not including 29,000 feet.” Because this

action corrects a minor technical error and reduces restricted airspace, I find 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.

Environmental Review

This action reduces restricted airspace. There are no changes to air traffic control procedures or routes as a result of this action. Therefore, this action is not subject to environmental assessments and procedures under FAA Order 1050.1D, “Polices and Procedures for Considering Environmental Impacts,” and the National Environmental Policy Act.

List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

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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 substituting the following:

Boundaries. Beginning at lat. 46°50'59" N., long. 119°58'04" 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.; thence 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.; to point of beginning.

R-6714E Yakima, WA [Amended]

By removing the present boundaries and substituting the following:

Boundaries. Beginning at lat. 46°50'59" N., long. 119°58'04" 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.

R-6714F Yakima, WA [Amended]

By removing the present altitudes and substituting the following:

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

R-6714G Yakima, WA [Amended]

By removing the present boundaries and substituting the following:

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°50'59" N., long. 119°58'04" W.; to lat. 46°51'09" N., long. 120°08'54" W.; to point of beginning.

R-6714H Yakima, WA [Amended]

By removing the present boundaries and substituting the following:

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 Wanpau road to lat. 46°50'59" N., long. 119°58'04" W.; to lat. 46°54'29" N., long. 120°15'04" W.; to lat. 46°55'20" N., long. 120°15'04" W.; to point of beginning.

Issued in Washington, DC, on October 2, 1996.

Harold W. Becker,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 96-26094 Filed 10-9-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 97

[Docket No. 28702; Amdt. No. 1757]

RIN 2120-AA65

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 Form 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.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAPs contained in this amendment are based on the criteria contained in the United States 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.

The FAA has determined through testing that current non-localizer type, non-precision instrument approaches developed using the TERPS criteria can be flown by aircraft equipped with Global Positioning System (GPS) equipment. In consideration of the above, the applicable Standard Instrument Approach Procedures (SIAPs) will be altered to include "or GPS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS procedure is developed, the procedure title will be altered to remove "or GPS" from these non-localizer, non-precision instrument approach procedure titles.) 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, impracticable 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