

**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. 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 7400.9D, *Airspace Designations and Reporting Points*, dated September 4, 1995, and effective September 16, 1996, 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 Bettles, AK

Bettles Airport, AK

(Lat. 66°54'55" N, long. 151°31'41" W)

Bettles VORTAC

(Lat. 66°54'18" N, long. 151°32'10" W)

Within a 4.2-mile radius of the Bettles Airport and within 4 miles west of the Bettles VORTAC 227° radial extending from the 4.2-mile radius to 12 miles southwest of the airport and within 4 miles each side of the Bettles VORTAC 212° radial extending from the 4.2-mile radius to 12 miles southwest of the airport and within 2.9 miles each side of the Bettles VORTAC 026° radial extending from the 4.2-mile radius to 7.4 miles north of the airport. This Class E 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 Supplemental Alaska (Airport/Facility Directory).

\* \* \* \* \*

Issued in Anchorage, AK, on October 4, 1996.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 96–26468 Filed 10–15–96; 8:45 am]

BILLING CODE 4910–13–P

**14 CFR Part 71**

[Airspace Docket No. 96–AAL–3]

**Revision of Class E Airspace; Sand Point, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises the Class E airspace at Sand Point, AK. The FAA has developed a Global Positioning System (GPS) instrument approach procedure to RWY 31 and a Non-directional beacon (NDB) instrument approach procedure to RWY 13 at Sand Point, AK. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing instrument approach procedures at Sand Point, AK.

**EFFECTIVE DATE:** 0901 UTC, January 30, 1997.

**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) 271–5863.

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

On July 2, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Sand Point was published in the Federal Register (61 FR 34397). Revision of the Class E airspace is required for the IFR approach and departure procedures using GPS and NDB instrument approach procedures at Sand Point, Alaska. This action will provide adequate Class E airspace for IFR operations at Sand Point, AK.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposals were received. However the proposal was published with incorrect coordinates for Sand Point Airport which have been corrected to read: lat. 55°18'54" N, long. 160°31'04" W. The FAA has determined that these changes are editorial in nature and will not increase the scope of this rule. Except for the non-substantive changes just discussed, the rule is adopted as proposed.

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 7400.9D, dated September 4, 1995, and effective September 16, 1996, which are incorporated by reference in 14 CFR 71.1 (58 FR 36298; July 6, 1993). The Class E airspace designations 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) revises the Class E airspace located at Sand Point, AK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing instrument landing and departing procedures.

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 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 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. 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 7400.9D, *Airspace Designations and Reporting Points*, dated September 4, 1995, 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.*

\* \* \* \* \*

AAL AK E5 Sand Point, AK [Revised]

Sand Point Airport, AK

(Lat. 55°18'54" N, long. 160°31'04" W)

Borland NDB/DME

(Lat. 55°18'56" N, long. 160°31'06" W)

Sand Point MLS

(Lat. 55°18'47" N, long. 160°31'10" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Sand Point Airport and within 3 miles each side of the 175° bearing of the Borland NDB/DME extending from the 6.4-mile radius to 13.9 miles south of the airport and within 5.8 miles either side of the 326 azimuth from the Sand Point MLS extending from the 6.4 mile radius to 17 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 4 miles west and 14 miles east of the 175° bearing from the Borland NDB/DME extending from the NDB/DME to 22 miles south of the NDB/DME and within 9 miles west and 7 miles east of the 330° bearing from the Borland NDB/DME extending from the NDB/DME to 23 miles north of the NDB/DME.

\* \* \* \* \*

Issued in Anchorage, AK, on October 4, 1996.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 96-26463 Filed 10-15-96; 8:45 am]

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## 14 CFR Part 71

[Airspace Docket No. 96-AAL-2]

### 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:** Final rule.

**SUMMARY:** This action revises the Class E airspace at Wrangell, St. Paul Island, Petersburg, and Sitka, AK, and establishes 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 a 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 is established for NDB/DME instrument approach procedures. This action changes the Noatak Airport status from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR) concurrent with the publication of the NDB/DME instrument approach. The areas will be depicted on aeronautical charts for pilot reference.

**EFFECTIVE DATE:** 0901 UTC, January 30, 1997.

#### 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) 271-5863.

#### SUPPLEMENTARY INFORMATION:

##### History

On June 24, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Wrangell, St. Paul Island, Petersburg, and Sitka, AK, and establish Class E airspace at Noatak, AK was published in the Federal Register (61 FR 32372). Revision of the Class E airspace is required for the 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. This action will provide adequate Class E airspace for IFR operations at Wrangell, St. Paul Island, Petersburg, Sitka, and Noatak, AK.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposals were received. However the proposal was published with incorrect coordinates which have been corrected: Noatak Airport (67°33'44" N, 162°58'31" W), Sitka Airport (57°02'50" N, 135°21'42" W), Sitka VORTAC (56°51'34" N, 135°33'05" W), St. Paul Island Airport (57°10'02" N, 170°13'14" W), and St. Paul Island Localizer (57°10'45" N, 170°13'00" W). The coordinates for Wrangell NDB were omitted and are 56°29'13" N, 132°23'16" W. The FAA has determined that these changes are editorial in nature and will not increase the scope of this rule. Except for the non-substantive changes just discussed, the rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designated as airport surface areas are published in Paragraph 6002 and 700/1200 foot transition areas are published in Paragraph 6005 of FAA Order 7400.9D, dated September 4, 1995, and effective September 16, 1996, which are incorporated by reference in 14 CFR 71.1 (58 FR 36298; July 6, 1993). The Class E airspace designations 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) revises the Class E airspace located at Wrangell, St. Paul Island, Petersburg, and Sitka, AK, and establishes Class E airspace at Noatak, AK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing instrument landing and departing procedures.

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 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

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#### 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 7400.9D, Airspace