

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.

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AEA PA E5 Donora, PA [New]

Monongahela Valley Hospital Heliport, PA
Point In Space Coordinates
(Lat. 40°10'26"N., long. 79°54'29"W.)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Point In Space serving Monongahela Valley Hospital Heliport excluding that portion that coincides with the Pittsburgh PA Class E airspace area and the Monongahela, PA Class E airspace area.

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Issued in Jamaica, New York on April 18, 1997.

John S. Walker,

Manager, Air Traffic Division, Eastern Region.
[FR Doc. 97-11227 Filed 4-29-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Airspace Docket No. 94-AWP-15]

RIN 2120-AA66

Establishment of Restricted Area 2311 (R-2311), Yuma Proving Ground, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a new Restricted Area R-2311 (R-2311) at Yuma Proving Ground (YPG), Yuma, AZ. The restricted area will contain the U.S. Army's weapons and ammunition acceptance testing, a mission that was relocated from Jefferson Proving Ground, IN, as a result of the 1988 Base Realignment and Closure Act.

EFFECTIVE DATE: 0901 UTC, July 17, 1997.

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

On October 24, 1988, Congress passed Public Law 100-526, the Defense Authorization Amendments and Base Closure and Realignment Act. One of the provisions of the Act was to relocate

the activities occurring at Jefferson Proving Ground, IN, to YPG, AZ. The closure activity at Jefferson was to occur in a phased manner from 1991 to 1995. During the airspace review, the Army concluded that the existing ranges at YPG were unable to fully accommodate the activity required for munitions production acceptance testing. Due to the need for uninterrupted use of airspace to support the test mission, the U.S. Army requested that the FAA take action to convert an existing controlled firing area (CFA), Kofa South, into a restricted area.

On January 6, 1995, the FAA proposed to amend Title 14 of the Code of Federal Regulations part 73 (14 CFR part 73) to establish R-2311, Yuma Proving Ground, Yuma, AZ (60 FR 2048). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes, this amendment is the same as that proposed in the notice. The coordinates for this airspace docket are based on North American Datum 83. Restricted areas are republished in Section 73.23 of FAA Order 7400.8D dated July 11, 1996.

The Rule

This amendment to 14 CFR part 73 establishes R-2311, Yuma Proving Ground, Yuma, AZ. R-2311 is located within the lateral boundaries of the Kofa South CFA and extends from the surface to 3,500 feet MSL. The times of designation are sunrise to sunset, Monday through Saturday, other times by NOTAM. The closure of Jefferson Proving Ground, IN, and the subsequent move of the munitions testing function to YPG, AZ, has created a need for uninterrupted use of airspace in support of the U.S. Army Test and Evaluation Command mission. These activities cannot be fully accommodated on existing ranges located at YPG. The restrictions and limitations on CFA activity are not amenable to the type of activity required for munitions production acceptance testing. R-2311 is a joint use area, and, when the area is not being used by YPG, it will be released to the controlling agency.

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.

Environmental Review

In September 1991, the U.S. Army, as the lead agency for the mandatory move of the Jefferson Proving Ground's activities to YPG, published an environmental impact statement (EIS) in accordance with the National Environmental Policy Act (NEPA). Additionally, upon FAA's request, the U.S. Army conducted an environmental assessment (EA) targeted at the specific activities the U.S. Army proposes to conduct within the new restricted area. This EA was published in June 1996. The FAA has reviewed and adopts the EIS and the EA submitted by the U.S. Army. Use of the subject area, as proposed, is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the NEPA and would not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(c) of NEPA. This restricted area does not have the potential to significantly increase noise over surrounding wilderness areas or trigger the requirements of Section 4(f) of the Department of Transportation Act.

List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the FAA 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.

§ 73.23 [Amended]

2. Section 73.23 is amended as follows:

R-2311 Yuma, AZ [New]

Boundaries. Beginning at lat. 32°46'48"N., long. 114°19'16"W.; to lat. 32°51'20"N., long. 114°19'04"W.; to lat. 32°51'53"N., long. 114°03'40"W.; to lat. 32°46'48"N., long. 114°03'51"W.; to the point of beginning. Altitudes. Surface to 3,500 feet MSL.

Time of designation. Sunrise to sunset, Monday through Saturday; other times by NOTAM.

Controlling Agency. Yuma Approach Control (MCAS), Yuma, AZ.

Using Agency. Commanding Officer, Yuma Proving Ground, Yuma, AZ.

Issued in Washington, DC, on April 21, 1997

Jeff Griffith,

Program Director for Air Traffic, Airspace Management.

[FR Doc. 97-11204 Filed 4-29-97; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 28898; Amdt. No. 1795]

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 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 matter 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 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, US 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 on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). 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 of 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 of the Federal Aviation Regulations (14 CFR

part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAM for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been cancelled.

The FDC/P NOTAMs for 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 chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule 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 all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the TERPS. 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 these SIAPs effective in less than 30 days.

Conclusion

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 of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Navigation (Air).