

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) establishes the Class E2 surface area at Fort Yukon, AK, and revises the Class E5 airspace. This action will provide controlled airspace for IFR procedures at the Fort Yukon Airport.

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.

**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 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 Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

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

\* \* \* \* \*

AAL AK E2 Fort Yukon, AK [New]

Fort Yukon Airport, AK  
(Lat. 66°34'18" N, long. 145°15'01" W)  
Yukon River NDB  
(Lat. 66°34'48" N, long. 145°12'46" W)  
Fort Yukon VORTAC  
(Lat. 66°34'28" N, long. 145°16'36" W)

That airspace extending upward from the surface within a 4-mile radius of the Fort Yukon Airport and within 2.5 miles each side of the Yukon River NDB 059° bearing extending from the 4-mile radius to 8.2 miles northeast of the airport and within 3.3 miles each side of the Fort Yukon VORTAC 075° radial extending from the 4-mile radius to 11.6 miles east of the airport and within 3.3 miles each side of the Fort Yukon VORTAC 213° radial extending from the 4-mile radius to 12.4 miles southwest of the airport. This Class E airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Supplemental Alaska (Airport/Facility Directory).

\* \* \* \* \*

*Paragraph 6005 Class E airspace areas extending from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AAL AK E5 Fort Yukon, AK [Revised]

Fort Yukon Airport, AK  
(Lat. 66°34'18" N, long. 145°15'01" W)  
Yukon River NDB  
(Lat. 66°34'48" N, long. 145°12'46" W)  
Fort Yukon VORTAC  
(Lat. 66°34'28" N, long. 145°16'36" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Fort Yukon Airport and within 4 miles each side of the 213° radial of the Fort Yukon VORTAC extending from the 6.5-mile radius to 15.4 miles southwest of the airport and within 4 miles each side of the 075° radial or the Fort Yukon VORTAC extending from the 6.5-mile radius to 14.6 miles east of the airport and within 3 miles each side of the Yukon River NDB 059° bearing extending from the 6.5-mile radius to 11.3 miles northeast of the airport.

\* \* \* \* \*

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

Willis C. Nelson,  
*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 96-6368 Filed 3-15-96; 8:45 am]

**BILLING CODE 4910-13-M**

**14 CFR Part 71**

[Airspace Docket No. 95-AGL-17]

**Establishment of Class E Airspace; Hettinger, ND**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Hettinger, ND. A Global Positioning System (GPS) standard instrument approval procedure (SIAP) to Runway 30 has been developed for the Hettinger Municipal Airport. Controlled airspace extending upward from 700 feet above ground level (AGL)

to 1200 feet AGL is needed for aircraft executing the approach. The intended effect of this action is to provide adequate controlled airspace for aircraft using the GPS SIAP at Hettinger Municipal Airport.

**EFFECTIVE DATE:** 0901 UTC, April 25, 1996.

**FOR FURTHER INFORMATION CONTACT:** Peter H. Salmon, Air Traffic Division, System Management Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294-7568.

**SUPPLEMENTARY INFORMATION:**

**History**

On November 16, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Hettinger, ND, (60 FR 57551). The proposal was to add controlled airspace extending upward from 700 to 1200 feet AGL for aircraft executing the GPS SIAP at Hettinger Municipal Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. One comment objecting to the proposal was received. The Aeronautics Commission of North Dakota requested that the FAA investigate lowering the base of the controlled airspace to 500 feet AGL instead of 700 feet AGL. It is necessary for the base of controlled airspace to be at 700 feet AGL to accommodate prescribed instrument approach procedures. Class E airspace designations start at 700 feet or more above the surface of the earth and extend upward. These designations are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, 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 the Federal Aviation Regulations (14 CFR part 71) establishes Class E airspace at Hettinger, ND to provide adequate controlled airspace for operators executing the GPS Runway 30 SIAP at Hettinger Municipal Airport. Controlled airspace extending upward from 700 feet AGL to 1200 feet AGL is needed for aircraft executing the approach. The area will be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures.

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.

#### 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. 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 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AGL ND E5 Hettinger, ND [New]

Hettinger Municipal Airport, ND  
(Lat. 46°00'54" N, long. 102°39'20" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Hettinger Municipal Airport and within 1.9 miles each side of the 136 bearing from the Hettinger Municipal Airport from the 6.4-mile radius to 8.9 miles southeast of the airport, and that airspace extending upward from 1200 feet above the surface bounded by a line beginning at Lat. 46°20'00" N., Long. 102°58'00" W., to Lat. 46°20'00" N., Long. 102°44'00" W., to Lat. 45°45'00" N., to Long. 102°09'00" W., to Lat. 45°45'00" N., to Long. 102°58'00" W., to the point of beginning, excluding that airspace within Vector 491.

\* \* \* \* \*

Issued in Des Plaines, Illinois on January 25, 1996.

Maureen Woods,

*Acting Manager, Air Traffic Division.*

[FR Doc. 96–6399 Filed 3–15–96; 8:45 am]

**BILLING CODE 4910–13–M**

#### **14 CFR Part 97**

[Docket No. 28491; Amdt. No. 1717]

#### **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