

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, 1996, and effective September 16, 1996, is amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

**AAL AK E5 Klawock, AK [New]**

Klawock Airport, AK  
(Lat. 55°34'45" N, long. 133°04'36" W)  
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Klawock Airport; and that airspace extending upward from the 1,200 feet above the surface within 6.5 miles northwest and 8 miles southeast of the 039° bearing from the airport extending from the airport to 6.5 miles northeast of the airport and within 6.5 miles northwest and 8 miles southeast of the 219° bearing from the airport extending from the airport to 25 miles southwest of the airport.

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Issued in Anchorage, AK, on January 15, 1997.

**Willis C. Nelson,**

Manager, Air Traffic Division, Alaskan Region.  
[FR Doc. 97-1771 Filed 1-23-97; 8:45 am]  
BILLING CODE 4910-13-P

**14 CFR Part 71**

[Airspace Docket No. 96-AAL-23]

**Revision of Class E Airspace; Savoonga, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Savoonga Airport, AK. The development of a Global Positioning System (GPS) instrument approach to runway (RWY) 5 at Savoonga, AK, has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Savoonga Airport, AK.

**EFFECTIVE DATE:** 0901 UTC, March 27, 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 October 16, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Savoonga was published in the **Federal Register** (61 FR 53876). The development of a GPS instrument approach procedure to RWY 5 at Savoonga Airport, AK, has made this action necessary.

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 without the exclusion of the Gambell Class E airspace. The last portion of the airspace description has been corrected to read: "and 10 miles north and 10 miles south of the 110° bearing from the Gambell NDB/DME extending from 12 miles southeast of the Gambell NDB/DME to 33 miles southeast of the Gambell NDB/DME, excluding that airspace within Gambell, AK, Class E airspace area." The Federal Aviation Administration 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 written.

The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition

areas are published in paragraph 6005 of FAA Order 7400.9D, dated September 4, 1996, and effective September 16, 1996. Paragraph 6005 is incorporated by reference in 14 CFR 71.1 (61 FR 48403; September 13, 1996). 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) establishes Class E airspace located at Savoonga, AK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing instrument landing and departing procedures.

The Federal Aviation Administration 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, 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, 1996, and effective September 16, 1996, is amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

#### AAL AK E5 Savoonga, AK [Revised]

Savoonga Airport, AK  
(Lat. 63°41'11" N, long. 170°29'33" W)

Kukuliak VOR/DME  
(Lat. 63°41'32" N, long. 170°28'12" W)

Gambell NDB/DME  
(Lat. 63°46'55" N, long. 171°44'12" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Savoonga Airport and within 3 miles each side of the 059° radial of the Kukuliak VOR/DME extending from the 6.4-mile radius to 14.3 miles from the airport; and that airspace extending upward from 1,200 feet above the surface within 15 miles of the airport extending clockwise from the Kukuliak VOR/DME 298° radial to the 023° radial of the VOR/DME, and within 20 miles of the airport extending clockwise from the Kukuliak VOR/DME 023° radial to the 059° radial of the VOR/DME, and 4 miles each side of the 110° bearing from the Gambell NDB/DME extending from the NDB/DME to 12 miles southeast of the Gambell NDB/DME, and 10 miles north and 10 miles south of the 110° bearing from the Gambell NDB/DME extending from 12 miles southeast of the Gambell NDB/DME to 33 miles southeast of the Gambell NDB/DME, excluding that airspace within Gambell, AK, Class E airspace area.

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Issued in Anchorage, AK, on January 15, 1997.

**Willis C. Nelson,**

Manager, Air Traffic Division, Alaskan Region.

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#### 14 CFR Part 71

[Airspace Docket No. 96-AAL-22]

#### Revision of Class E Airspace; Ambler, AK

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Ambler Airport, AK. The development of a Global Positioning System (GPS) instrument approach to runway (RWY) 36 at Ambler, AK, has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Ambler Airport, AK.

**EFFECTIVE DATE:** 0901 UTC, March 27, 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 October 16, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Ambler was published in the **Federal Register** (61 FR 53879). The development of a GPS instrument approach procedure to RWY 36 at Ambler Airport, AK, has made this action necessary.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received, thus the rule is adopted as written.

The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9D, dated September 4, 1996, and effective September 16, 1996. Paragraph 6005 is incorporated by reference in 14 CFR 71.1 (61 FR 48403; September 13, 1996). 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) establishes Class E airspace located at Ambler, AK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing instrument landing and departing procedures.

The Federal Aviation Administration 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, 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, 1996, and effective September 16, 1996, is amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

#### AAL AK E5 Ambler, AK [Revised]

Ambler Airport, AK

(Lat. 67° 06' 22" N, long. 157° 51' 13" W)

Ambler NDB

(Lat. 67° 06' 24" N, long. 157° 51' 29" W)

DESOY

(Lat. 66° 20' 57" N, long. 158° 54' 51" W)

JELLE

(Lat. 66° 51' 40" N, long. 158° 55' 07" W)

PIKFE

(Lat. 66° 56' 52" N, long. 158° 01' 13" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Ambler Airport and within 3.5 miles each side of the 193° bearing of the Ambler NDB extending from the 6.3-mile radius to 7.2 miles southwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 4 miles west and 8 miles east of the Ambler NDB 193° bearing extending from the NDB to 16 miles southwest of the NDB, and 4 miles either side of a line from DESOY to PIKFE, and 4 miles either side of a line from JELLE to PIKFE.

\* \* \* \* \*

Issued in Anchorage, AK, on January 15, 1997.

**Willis C. Nelson,**

Manager, Air Traffic Division, Alaskan Region.

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