

rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034, February 26, 1979), and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment.

Accordingly, the Federal Aviation Administration amends part 71 of the Federal Aviation Regulation (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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, 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.

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ACE NE E5 York, NE [Revised]

York Municipal Airport, NE

(lat. 40°53'47" N., long. 97°37'26.7" W.)

York NDB

(lat. 40°53'51" N., long. 97°37'01" W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the York Municipal Airport and within 2.6 miles each side of the 202° bearing from the York NDB extending from the 6.6-mile radius to 7.4 miles southwest of the airport and within 2.6 miles each side of the 334° bearing from the York NDB extending from the 6.6-mile radius to 7.4 miles northwest of the airport.

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Issued in Kansas City, MO, on November 22, 1996.

Christopher R. Blum,

Acting Manager, Air Traffic Division Central Region.

[FR Doc. 97-173 Filed 1-3-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-AAL-32]

Revision of Class E Airspace; Buckland, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: It has come to the attention of the FAA that the Class E airspace at Buckland, AK, will not chart correctly. This action revises the Buckland, AK, airspace description by clarifying the airspace required from the Kotzebue Very High Frequency (VHF) omnidirectional radio range (VOR) and Distance Measuring Equipment (VOR/DME) and the Selawik VOR/DME to the new Global Positioning System (GPS) waypoint coordinates. The area would be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide an accurate airspace description for the Class E airspace supporting IFR operations at Buckland, AK.

EFFECTIVE DATE: Effective 0901 UTC on January 6, 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

The FAA established Class E airspace at Buckland Airport, AK, as a result of the development of a GPS instrument approach procedure to Runway (RWY) 10 at Buckland Airport, AK. The final rule was published in the Federal Register (61 FR 53848, October 16, 1996). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received.

It has been brought to the FAA's attention that the airspace description will not chart correctly. The airspace description has been reworded to change the verbage "10.5 miles northwest on the 303° bearing from the Buckland NDB" to read "4 miles eitherside of a line between AKUDY and the Kotzebue VOR/DME, and 4 miles eitherside of a line between AKUDY and the Selawik VOR/DME, excluding that airspace inside Kotzebue, AK, and Selawik, AK, Class E airspace areas." This action will clarify the charting problem. National Oceanic and Atmospheric Administration (NOAA)

needs this revision before publication of aeronautical charts and manuals with effective date January 30, 1997.

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, which is incorporated by reference in 14 CFR 71.1 (61 FR 48403; September 13, 1996). 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) revises the Class E airspace at Buckland, AK. The Class E airspace description will not chart correctly. The airspace description verbage "10.5 miles northwest on the 303° bearing from the Buckland NDB" has been reworded to read "4 miles eitherside of a line between AKUDY and the Kotzebue VOR/DME, and 4 miles eitherside of a line between AKUDY and the Selawik VOR/DME, excluding that airspace inside Kotzebue, AK, and Selawik, AK, Class E airspace areas." This action will clarify the charting problem.

Because the circumstances described in this final rule warrant immediate action by the FAA to provide a corrected description for charting agencies, the FAA concludes that notice and public procedure under 5 U.S.C. section 553(b) are impractical and good cause, pursuant to 5 U.S.C. section 553(d), exists for making this amendment effective in less than 30 days.

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, when promulgated, 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).

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.

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AAL AK E5 Buckland, AK [Revised]

Buckland Airport, AK

(lat. 65° 58' 40" N, long. 161° 07' 44" W)

Buckland NDB

(lat. 65° 58' 45" N, long. 161° 08' 56" W)

Kotzebue VOR/DME

(lat. 66° 53' 09" N, long. 162° 32' 24" W)

Selawik VOR/DME

(lat. 66° 36' 00" N, long. 159° 59' 50" W)

AKUDY

(lat. 66° 04' 23" N, long. 161° 30' 08" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Buckland Airport; and that airspace extending upward from 1,200 feet above the surface within 6 miles southwest and 4 miles northeast of the 303° bearing of the Buckland NDB extending from the 6.5-mile radius to 21 miles northwest, and 4 miles eitherside of a line between AKUDY and the Kotzebue VOR/DME, and 4 miles eitherside of a line between AKUDY and the Selawik VOR/DME, excluding that airspace inside Kotzebue, AK, and Selawik, AK, Class E airspace areas.

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Issued in Anchorage, AK, on December 26, 1996.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 97–175 Filed 1–3–97; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 71

[Airspace Docket No. 96–AAL–16]

Revision of Class E Airspace; Dillingham, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final Rule.

SUMMARY: This action revises Class E airspace at Dillingham Airport, AK. The development of Global Positioning System (GPS) and Microwave Landing System (MLS) instrument approaches to RWY 1 and RWY 19 at Dillingham, AK, have made this action necessary. The intended effect of this action is to provide adequate controlled airspace for IFR operations at Dillingham Airport, AK.

EFFECTIVE DATE: 0901 UTC, February 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 revise the Class E airspace at Dillingham was published in the Federal Register (61 FR 53881). The development of GPS and MLS instrument approach procedures to RWY 1 and RWY 19 at Dillingham 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 with incorrect coordinates which have been corrected to read: Dillingham Airport (lat. 59°02'43" N, long. 158°30'12" W). 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 surface areas for an airport are published in paragraph 6002 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996; 700/1200 foot transition areas are published in paragraph 6005 of FAA Order

7400.9D, dated September 4, 1996, and effective September 16, 1996. Paragraphs 6002 and 6005 are 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) revises Class E airspace located at Dillingham, 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 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, 1996, and effective September 16, 1996, is amended as follows:

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