

to the Friedman Memorial Airport, Hailey, Idaho.

**EFFECTIVE DATE:** 0901 UTC, June 20, 1996.

**FOR FURTHER INFORMATION CONTACT:** James C. Frala, Operations Branch, ANM-532.4, Federal Aviation Administration, Docket No. 95-ANM-29, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

**SUPPLEMENTARY INFORMATION:**  
History

On January 29, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class D and Class E airspace at Hailey, Idaho, to accommodate a new GPS SIAP to the Friedman Memorial Airport (61 FR 2731). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class D airspace areas extending upward from the surface, and Class E airspace areas extending upward from 700 feet or more above the surface of the earth, are published in paragraph 5000 and paragraph 6005, respectively, 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 D and Class E airspace designations listed in this document will be published subsequently in the Order.

**The Rule**

This amendment to part 71 of Federal Aviation Regulations amends Class D and Class E airspace at Hailey, Idaho. The FAA has determined that this regulation only involves an established body of technical regulations of 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 FAA 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 5000 Class D airspace*  
\* \* \* \* \*

ANM ID D Hailey, ID [Revised]  
Friedman Memorial Airport, Hailey, ID  
(lat. 43°30'17" N, long. 114°17'48" W)

That airspace extending upward from the surface to and including 7,800 feet MSL within a 4.1-mile radius of the Friedman Memorial Airport, and that airspace within 1.8 miles each side of the 159° bearing from the airport, extending from the 4.1-mile radius to 6 miles southeast of the airport. This Class D airspace area is effective during the specified dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.  
\* \* \* \* \*

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

ANM ID E5 Hailey, ID [Revised]  
Friedman Memorial Airport, Hailey, ID  
(lat. 43°30'17" N, long. 114°17'48" W)  
M-SUN MLS  
(lat. 43°30'02" N, long. 114°17'37" W)

That airspace extending upward from 700 feet above the surface within 1.8 miles each side of the M-SUN MLS 328° azimuth, from 7.4 miles northwest to 4.3 miles southeast of the M-SUN MLS, and 1.8 miles each side of the 159° bearing from the airport, extending from the airport to 7.6 miles southeast of the airport, that airspace extending upward from 1,200 feet above the surface, within 3.5 miles each side of the M-SUN MLS 328° azimuth, from 15.7 miles northwest to the M-SUN MLS, and that airspace from lat. 43°36'00" N, long. 114°27'03" W, thence eastbound to lat. 43°36'00" N, long. 114°00'03" W, thence southbound to lat. 43°17'30" N, long. 114°00'03" W, thence westbound to lat. 43°17'30" N, long. 114°27'03" W, thence northbound to the point of beginning;

excluding that airspace overlying V-231 on the east side and V-500 on the south side.

\* \* \* \* \*

Issued in Seattle, Washington, on March 5, 1996.

Richard E. Prang,

*Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.*

[FR Doc. 96-6370 Filed 3-15-96; 8:45 am]

**BILLING CODE 4910-13-M**

**14 CFR Part 71**

[Airspace Docket No. 95-AAL-1]

**Establishment and Alteration of Class E Airspace; Fort Yukon, AK**

**AGENCY:** Federal Aviation Administration [FAA], DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes Class E2 airspace and amends the Class E5 airspace area at Fort Yukon, AK, to provide controlled airspace for aircraft executing the Standard Instrument Approach Procedure (SIAP) at the Fort Yukon Airport. The area will be depicted on aeronautical charts.

**EFFECTIVE DATE:** 0901 UTC, July 18, 1996.

**FOR FURTHER INFORMATION CONTACT:** Robert C. Durand, AAL-531, 222 West 7th Avenue #14, Anchorage, AK 99513-7587; telephone: (907) 271-5898.

**SUPPLEMENTARY INFORMATION:**  
History

On May 12, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class E2 surface area and revising the Class E5 airspace at Fort Yukon, AK (60 FR 30027). This action will provide controlled airspace for Instrument Flight Rules (IFR) procedures at the Fort Yukon Airport.

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. Class E airspace designations for surface areas of an airport are published in paragraph 6002 of FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth 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 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 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