

Issued in Renton, Washington, on June 5, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 71

[Airspace Docket No. 96-ANM-001]

Amendment of Class E Airspace; Baker, Montana

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Baker, Montana, Class E airspace to provide additional controlled airspace necessary to accommodate a revised Global Positioning System (GPS) standard instrument approach procedure (SIAP) to the Baker Municipal Airport.

EFFECTIVE DATE: 0901 UTC, August 15, 1996.

FOR FURTHER INFORMATION CONTACT: James C. Frala, Operations Branch, ANM-532.4, Federal Aviation Administration, Docket No. 96-ANM-001, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

SUPPLEMENTARY INFORMATION:

History

On April 22, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class E airspace at Baker, Montana, to accommodate a revised GPS SIAP to the Baker Municipal Airport (61 FR 17607). 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 E 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 listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of Federal Aviation Regulations amends Class E airspace at Baker, Montana. 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.

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

* * * * *

ANM MT E5 Baker, MT [Revised]

Baker Municipal Airport, MT
lat. 46°20'52" N, long. 104°15'34" W)

That airspace extending upward from 700 feet above the surface within a 8.9-mile radius of the Baker Municipal Airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 46°20'00" N, long. 104°45'00" W; to lat. 46°30'30" N, long. 104°31'00" W; to lat. 46°37'00" N, long. 104°31'00" W; to lat. 46°37'00" N, long. 103°59'40" W; to lat. 46°37'55" N, long. 103°53'45" W; to lat. 46°25'45" N, long. 103°37'30" W; to lat. 46°17'30" N, long. 103°48'15" W; to lat. 45°40'00" N, long. 103°00'50" W; to lat. 45°35'30" N, long. 103°01'45" W; to lat. 45°55'20" N, long. 103°53'15" W; to lat. 46°00'00" N, long. 104°13'00" W; to lat. 46°04'20" N, long. 104°10'45" W; to the point of beginning; excluding that portion within the Bowman

Municipal Airport, ND, 1,200-foot Class E airspace area.

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Issued in Seattle, Washington, on May 28, 1996.

Richard E. Prang,

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

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Office of the Secretary

14 CFR Part 399

RIN 2105-AC43

Editorial Changes to Policies Relating to Accounts and Reports

AGENCY: Office of the Secretary, DOT.

ACTION: Final rule.

SUMMARY: The Department of Transportation amends its regulations in order to remove redundant provisions. This rule makes no substantive changes to current regulations. This action is taken in response to the President's Regulatory Reinvention Initiative.

EFFECTIVE DATE: This rule is effective on July 12, 1996.

FOR FURTHER INFORMATION CONTACT: Bernie Stankus, Regulations Division, Office of Airline Information, K-25, U.S. Department of Transportation, 400 Seventh Street SW., Washington, DC 20590, (202) 366-4387, or M. Clay Moritz, (202) 366-4385.

SUPPLEMENTARY INFORMATION:

Background and Purpose

Subpart D of 14 CFR Part 399 is being removed as superfluous. Section 399.50 is redundant to section 241.22(c); section 399.51 is redundant to section 241.22(b)(3); and section 399.52 is redundant to section 241.2-4(d). The policies regarding extensions of time for filing reports, confidential treatment of unaudited preliminary year-end reports, and retroactive adjustments of expenses remain unchanged.

Notice and Opportunity for Public Comment Unnecessary

Since this change relates to departmental management, organization, procedure, and practice, notice and comment are unnecessary. The changes made in this document are ministerial, removing redundant material.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866. It has not been