

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 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 Sturgis, SD to accommodate aircraft executing the GPS Runway 29 SIAP at Sturgis Municipal Airport. Controlled airspace extending upward from 700 feet AGL is needed to contain 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 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 SD E5 Sturgis, SD [New]

Sturgis Municipal Airport, SD
(lat. 44°26′06″ N, long. 103°22′38″ W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Sturgis Municipal Airport.

* * * * *

Issued in Des Plaines, Illinois on June 20, 1986.

Maureen Woods,
Manager, Air Traffic Division.

[FR Doc. 96–17591 Filed 7–9–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 93–AWP–4]

Alteration of Jet Routes J–86 and J–92; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the Federal Register on June 13, 1996 (Airspace Docket No. 93–AWP–4). In the airspace designation of Jet Route 86 (J–86), effective August 15, 1996, erroneously showed “Miami, FL” as the ending point for J–86. This action corrects the definition of J–86 by changing the ending point to read “Dolphin, FL.”

EFFECTIVE DATE: 0901 UTC, August 15, 1996.

FOR FURTHER INFORMATION CONTACT: Bill Nelson, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION: Federal Register Document 96–15062, Airspace Docket No. 93–AWP–4, published on June 13, 1996 (61 FR 29938), extended J–86 and realigned J–92 to enhance traffic flows and reduce controller workload. However, in the June 13 publication the description for J–86 erroneously indicated Miami, FL as the ending point for J–86. This action corrects that error.

Correction of Final Rule

§ 71.1 [Corrected]

Accordingly, pursuant to the authority delegated to me, the airspace designation for J–86, published in the Federal Register on June 13, 1996 (61 FR 29939); Federal Register Document

96–15062, Column 1) is corrected to read as follows:

* * * * *

J–86 [Revised]

From Beatty, NV; INT Beatty 131° and Boulder City, NV, 284° radials; Boulder City; Peach Springs, AZ; Winslow, AZ; El Paso, TX; Fort Stockton, TX; Junction, TX; Austin, TX; Humble, TX; Leeville, LA; INT Leeville 104° and Sarasota, FL, 286° radials; Sarasota; INT Sarasota 103° and La Belle, FL, 313° radials; La Belle; to Dolphin, FL.

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Issued in Washington, DC, on June 28, 1996.

Nancy B. Kalinowski,
Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 96–17230 Filed 7–9–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 91

Delegation of Authority

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of delegation of authority.

SUMMARY: The Administrator of the FAA is delegating the authority to administer certain provisions of Special Aviation Regulation (SFAR) No. 74—Airspace and Flight Operations Requirements for the 1996 Summer Olympic Games, Atlanta, GA, to the Regional Administrator for the Southern Region. This delegation will enable the FAA to respond to the immediate needs of the Olympic Committee, local and Federal law enforcement officials and other safety personnel during the Olympic Games.

EFFECTIVE DATE: July 10, 1996.

FOR FURTHER INFORMATION CONTACT: Steve Alogna, Olympic Project Manager, Federal Aviation Administration, 1701 Columbia Ave., College Park, Georgia 30337; (404) 305–5051.

SUPPLEMENTARY INFORMATION: On February 12, 1996, the FAA published SFAR No. 74 in the Federal Register (61 FR 5492), which establishes airspace and flight operations requirements for the XXVI Olympic Games. This regulation is to provide for security of the venues, safe operations, and efficient management of air traffic to, within, and from these areas, and to prevent an unsafe congestion of sightseeing and other aircraft over the various games sites. Paragraph A.3 of SFAR No. 74 contains provisions to provide flexible and efficient management and control of air traffic, such as the authority to give priority to or exclude from certain requirements of