(Lat. 55°18′47″ N, long. 160°31′10″ W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Sand Point Airport and within 3 miles each side of the 175° bearing of the Borland NDB/DME extending from the 6.4-mile radius to 13.9 miles south of the airport and within 5.8 miles either side of the 326 azimuth from the Sand Point MLS extending from the 6.4 mile radius to 17 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 4 miles west and 14 miles east of the 175° bearing from the Borland NDB/DME extending from the NDB/DME to 22 miles south of the NDB/DME and within 9 miles west and 7 miles east of the 330° bearing from the Borland NDB/DME extending from the NDB/DME to 23 miles north of the NDB/DME.

* * * * *

Issued in Anchorage, AK, on October 4, 1996.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 96–26463 Filed 10–15–96; 8:45 am]

BILLING CODE 4910–13–P

---

14 CFR Part 71

[Airspace Docket No. 96–AAL–2]

Revision of Class E Airspace; Wrangell, St. Paul Island, Petersburg, and Sitka, AK; Establishment of Class E Airspace at Noatak, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the Class E airspace at Wrangell, St. Paul Island, Petersburg, and Sitka, AK, and establishes Class E airspace at Noatak, AK. The FAA has developed Global Positioning System (GPS) instrument approach procedures at Wrangell Airport, James A. Johnson Airport (Petersburg), and Sitka Airport; a Microwave Landing System (MLS) approach procedure at St. Paul Island Airport; and a Non-directional beacon (NDB)/Distance Measuring Equipment (DME) approach procedure at Noatak Airport, Alaska. Changes to the Wrangell airspace incorporated a new Wrangell Localizer course, provided new segment widths, and will declutter the chart depiction. Changes to the Petersburg airspace incorporated protected airspace for transition to approach, provided new segment widths to Fredericks Point NDB 140° bearing, corrected the misspelling of Level Island, and changed the altitude needed for the missed approaches. Changes to the Sitka airspace incorporated protected airspace for the

holding pattern. Changes to the St. Paul Island airspace incorporated new coordinates for the airport and non-directional beacon. Noatak Class E airspace is established for NDB/DME instrument approach procedures. This action changes the Noatak Airport status from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR) concurrent with the publication of the NDB/DME instrument approach. The areas will be depicted on aeronautical charts for pilot reference.

EFFECTIVE DATE: 0901 UTC, January 30, 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 June 24, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Wrangell, St. Paul Island, Petersburg, and Sitka, AK, and establish Class E airspace at Noatak, AK was published in the Federal Register (61 FR 32372). Revision of the Class E airspace is required for the IFR approach and departure procedures using Global Positioning System (GPS) at Wrangell Airport, James A. Johnson Airport (Petersburg), and Sitka Airport; a Microwave Landing System (MLS) approach procedures at St. Paul Island Airport; and NDB/DME approach procedures at Noatak, Alaska. This action will provide adequate Class E airspace for IFR operations at Wrangell, St. Paul Island, Petersburg, Sitka, and Noatak, AK.

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: Noatak Airport (67°33′44″ N, 162°58′31″ W), Sitka Airport (57°02′50″ N, 135°21′42″ W), Sitka VORTAC (56°51′34″ N, 135°33′05″ W), St. Paul Island Airport (57°10′02″ N, 170°13′14″ W), and St. Paul Island Localizer (57°10′45″ N, 170°13′00″ W). The coordinates for Wrangell NDB were omitted and are 56°29′13″ N, 132°23′16″ W. The FAA 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 proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designated as airport surface areas are published in Paragraph 6002 and 700/1200 foot transition areas are published in Paragraph 6005 of FAA Order 7400.9D, dated September 4, 1995, and effective September 16, 1996, which are incorporated by reference in 14 CFR 71.1 (58 FR 36298; July 6, 1993). 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 the Class E airspace located at Wrangell, St. Paul Island, Petersburg, and Sitka, AK, and establishes Class E airspace at Noatak, AK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing instrument landing and departing procedures.

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 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, 1995, and effective September 16, 1996, is amended as follows:

Paragraph 6002 The Class E airspace areas listed below are designated as a surface area for an airport.

* * * * *

AAL AK E2 Petersburg, AK [New]

Petersburg Airport, AK
   (Lat. 56°48′06″ N, long. 132°56′43″ W)

   Within a 4.1-mile radius of the James A. Johnson Airport, Petersburg, Alaska. The Class E airspace is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Supplement Alaska (Airport/Facility Directory).

* * * * *

AAL AK E2 Wrangell, AK [New]

Wrangell Airport, AK
   (Lat. 56°29′04″ N, long. 132°22′11″ W)

   Within a 4.1-mile radius of the Wrangell Airport, Alaska. The Class E airspace is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Supplement Alaska (Airport/Facility Directory).

* * * * *

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

* * * * *

AAL AK E5 Wrangell, AK [Revised]

Wrangell Airport, AK
   (Lat. 56°29′04″ N, long. 132°22′11″ W)
Wrangell Localizer
   (Lat. 56°29′03″ N, long. 132°21′45″ W)
Level Island VOR/DME
   (Lat. 56°28′04″ N, long. 133°04′59″ W)
Wrangell NDB
   (Lat. 56°29′13″ N, long. 132°23′16″ W)

   That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Wrangell Airport and within 2.5 miles south and 3.5 miles north of the Wrangell Localizer front course extending from the 6.5-mile radius to 17.5 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 6 miles either side of the Wrangell Localizer front course extending from 14.5 miles west of the airport to 25 miles west of the airport and within 4 miles each side of the Level Island VOR/DME 086° radial extending from the VOR/DME to the Localizer; and within 5 miles west and 6 miles east of the 148° bearing from the Wrangell NDB extending to 25 miles southeast of the airport; and that airspace extending upward from 5,700 feet MSL within 32 miles of the Level Island VOR/DME extending clockwise from the VOR/DME 327° radial to the VOR/DME 035° radial, excluding that airspace within the Petersburg, AK, Class E airspace area.

* * * * *

AAL AK E5 Petersburg, AK [Revised]

Petersburg Airport, AK
   (Lat. 56°48′06″ N, long. 132°56′43″ W)
Level Island VOR/DME
   (Lat. 56°28′04″ N, long. 133°04′59″ W)
Petersburg Localizer
   (Lat. 56°48′02″ N, long. 132°55′34″ W)
Fredericks Point NDB
   (Lat. 56°47′32″ N, long. 132°49′15″ W)

   That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Petersburg Airport; and that airspace extending upward from 1,200 feet above the surface within 4 miles east and 7 miles west of the Petersburg Localizer front course extending from the 6.5-mile radius to 51 miles north of the Level Island VOR/DME and within 4 miles northeast and 5 miles southwest of the Fredericks Point NDB 140° bearing extending from the 6.5-mile radius to 10 miles southeast of the NDB; and that airspace extending upward from 3,300 feet MSL within 5 miles either side of the Level Island VOR/DME 013° radial extending from the VOR/DME to the 6.5-mile radius; and that airspace extending upward from 4,200 feet MSL within 28.6 miles of the Level Island VOR/DME extending clockwise from the VOR/DME 011° radial to the 148° radial; and that airspace extending upward from 5,700 feet MSL within 51 miles of the VOR/DME extending clockwise from the Level Island VOR/DME 326° radial to the 011° radial; excluding that airspace within the Wrangell, AK, and Sitka, AK, Class E airspace areas.

* * * * * *

AAL AK E5 Sitka, AK [Revised]

Sitka Airport, AK
   (Lat. 57°02′50″ N, long. 135°21′42″ W)
Biorka Island VORTAC
   (Lat. 56°51′34″ N, long. 135°33′05″ W)
Sitka Localizer
   (Lat. 57°02′53″ N, long. 135°21′54″ W)

   That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Sitka Airport and within 4 miles each side of the 029° and 209° radials of the Biorka Island VORTAC extending from the 6.6-mile radius to 1 mile south of the VORTAC and within a 14-mile radius of the Biorka Island VORTAC extending clockwise from the 127° radial to the 323° radial and within 4 miles west and 8 miles east of the Biorka Island VORTAC 209° radial extending from the 14-mile radius to 16 miles southwest of the VORTAC and within 4 miles east and 6 miles west of the Sitka Localizer front course extending from the Sitka Localizer to 22 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within a 40-mile radius of the Biorka Island VORTAC; and that airspace extending upward from 5,500 feet MSL within an 85-mile radius of the VORTAC; excluding that airspace within Control 1487L; more that 12 miles from the shoreline; and within the Juneau, AK, Petersburg, AK, and the Ketchikan, AK, Class E airspace areas.

* * * * *

AAL AK E5 St. Paul Island, AK [Revised]

St. Paul Island Airport, AK
   (Lat. 57°10′02″ N, long. 170°13′14″ W)
St. Paul Localizer

   (Lat. 57°10′45″ N, long. 170°13′00″ W)
St. Paul NDB/DME
   (Lat. 57°09′28″ N, long. 170°13′51″ W)

   That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the St. Paul Island Airport and within 4 miles west and 8 miles east of the St. Paul Localizer front course extending from 4 miles south of the St. Paul NDB/DME to 20 miles south of the NDB/DME and within 4 miles east and 8 miles west of the St. Paul Localizer back course extending from 5 miles north of the NDB/DME to 21 miles north of the NDB/DME and within 4 miles east and 8 miles west of the 018° bearing from the NDB/DME extending from 6 miles north of the NDB/DME to 22 miles north of the NDB/DME; and that airspace extending upward from 1,200 feet above the surface within 14 miles of the NDB/DME.

* * * * *

AAL AK E5 Noatak, AK [New]

Noatak Airport, AK
   (Lat. 67°33′44″ N, long. 162°58′31″ W)
Noatak NDB/DME
   (Lat. 67°34′19″ N, long. 162°58′26″ W)

   That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Noatak Airport and within 4 miles either side of the 197° bearing from the Noatak NDB/DME from the 6.5-mile radius to 10 miles southwest of the NDB/DME; and that airspace extending upward from 1,200 feet above the surface within 4 miles either side of the 197° bearing from the Noatak NDB/DME extending from the 6.5-mile radius to 14 miles southwest of the NDB/DME and within 4 miles east and 5 miles west of the 017° bearing from the NDB/DME extending from the 6.5-mile radius to 11 miles northeast of the NDB/DME.

* * * * *

   Issued in Anchorage, AK, on October 4, 1996.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 96–26462 Filed 10–15–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 71

[Airspace Docket No. 95–AAL–4]

Revision of Class E Airspace; Ketchikan, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the Class E airspace at Ketchikan, AK. The FAA has developed a Global Positioning System (GPS) instrument approach procedure to RWY 31 and established a Special Visual Flight Rules (VFR) seaplane holding area at Ward Cove at Ketchikan, AK. This action is intended to provide adequate controlled airspace to contain instrument flight rule (IFR)