

Issued in Fort Worth, Texas, on September 30, 1996.

Eric Bries,

*Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.*

[FR Doc. 96-26019 Filed 10-9-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 71

[Airspace Docket No. 95-ANM-6]

RIN 2120-AA66

#### Realignment of VOR Federal Airway V-421; Colorado

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule extends Federal Airway 421 (V-421) from the Kremmling, CO, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) to Robert, CO, Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) to the HAHNS Intersection. This action will support an instrument approach procedure, improve traffic flow, and reduce pilot and controller workload.

**EFFECTIVE DATE:** 0901 UTC, December 5, 1996.

**FOR FURTHER INFORMATION CONTACT:** Bil 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:

##### History

On June 9, 1995, the FAA proposed to amend Title 14 of the Code of Regulations part 71 (14 CFR part 71) to extend Federal Airway V-421 in Kremmling, CO (60 FR 30481). Interested parties were invited by the FAA to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received. Except for editorial changes, this amendment is the same as proposed in the notice. Domestic Very High Frequency Omnidirectional Range (VOR) Federal airways are published in paragraph 6010(a) of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Federal airway listed in this document will be published subsequently in the Order.

#### The Rule

This amendment to 14 CFR part 71 extends Federal Airway V-421 from the Kremmling, CO, VORTAC to the Robert, CO, VOR/DME to the HAHNS Intersection. In addition, this action creates two new intersections, "ECHO" and "HAHNS," to support a new instrument approach procedure for the Steamboat Springs Bob Adam Airport. This action will improve traffic flow and reduce pilot/controller workload.

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 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 the 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 6010(a)—Domestic VOR Federal Airways*

\* \* \* \* \*

V-421 [Revised]

From Zuni, NM, via Gallup, NM; Farmington, NM; Durango, CO; Blue Mesa, CO; Red Table, CO; Kremmling, CO; Robert, CO; INT Robert 340° and Hayden, CO, 055° radials.

\* \* \* \* \*

Issued in Washington, DC, on October 2, 1996.

Harold W. Becker,

*Acting Program Director for Air Traffic  
Airspace Management.*

[FR Doc. 96-26093 Filed 10-9-96; 8:45 am]

BILLING CODE 4910-13-P

#### 14 CFR Part 71

[Airspace Docket No. 96-AWP-20]

#### Amendment of Class E Airspace; Tonopah, NV

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final Rule.

**SUMMARY:** This action amends the Class E airspace area at Tonopah, NV. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 15 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Tonopah Airport, NV.

**EFFECTIVE DATE:** 0901 UTC December 5, 1996.

#### FOR FURTHER INFORMATION CONTACT:

William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6556.

#### SUPPLEMENTARY INFORMATION:

##### History

On September 5, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at Tonopah, NV (61 FR 46743). This action will provide adequate controlled airspace to accommodate a GPS SIAP to RWY 15 at Tonopah Airport, NV.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations are published in paragraphs 6002 and 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. The Class E airspace designations listed in this document will be published subsequently in this Order.

## The Rule

The amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Tonopah, NV. The development of a GPS SIAP to RWY 15 has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 15 SIAP at Tonopah Airport, Tonopah, NV.

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 10034; 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, Incorporated 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. 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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, effective September 16, 1996, and is amended as follows:

*Paragraph 6002 Class E airspace areas designed as a surface area for an airport.*

\* \* \* \* \*

AWP NV E2 Tonopah, NV [Revised]

Tonopah Airport, NV  
(lat. 38°03'29" N, long. 117°05'22" W)  
Tonopah VORTAC  
(lat. 38°01'50" N, long. 117°02'01" W)

Within a 4.3-mile radius of the Tonopah Airport and within 2 miles each side of the 358° bearing from the Tonopah Airport, extending from the 4.3-mile radius to 10.5

miles north of the Tonopah Airport and within 1.8 miles each side of the Tonopah VORTAC 115° radial, extending from the 4.3-mile radius to 8.7 miles southeast of the Tonopah VORTAC.

\* \* \* \* \*

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

\* \* \* \* \*

AWP NV E5 Tonopah, NV [Revised]

Tonopah Airport, NV  
(lat. 38°03'29" N, long. 117°05'22" W)  
Tonopah VORTAC  
(lat. 38°01'50" N, long. 117°02'01" W)

That airspace extending upward from 700 feet above the surface within a 4.3-mile radius of the Tonopah Airport and that airspace northwest of the Tonopah Airport bounded by a line beginning at lat. 38°18'00" N, long. 117°17'00" W; thence eastbound to lat. 38°18'00" N, long. 117°03'00" W; thence southbound to lat. 38°17'22" N, long. 117°03'00" W; thence clockwise via the 4.3-mile radius of the Tonopah Airport to lat. 38°04'00" N, long. 117°10'46" N; thence northwestbound to lat. 38°12'00" N, long. 117°17'00" W, thence to the point of beginning. That airspace extending upward from 1,200 feet above the surface within the area beginning at lat. 37°53'00" N, long. 117°05'41" W; thence southwestbound along the southeastern edge of V-135 to the 24-mile radius of Tonopah VORTAC; thence clockwise along the 24-mile radius of the Tonopah VORTAC to the southern edge of V-244; thence eastbound along the southern edge of V-244 to the 20-mile radius of the Tonopah VORTAC; thence clockwise along the 20-mile radius of the Tonopah VORTAC to lat. 38°18'00" N, long. 117°17'00" W; thence southbound to lat. 38°18'00" N, long. 117°00'00" W; thence southbound to lat. 38°14'00" N, long. 117°00'00" W; thence eastbound to lat. 38°17'00" N, long. 116°36'00" W; thence southbound to lat. 38°00'00" N, long. 116°33'00" W, thence westbound to lat. 37°59'30" N, long. 116°38'30" W; thence eastbound to lat. 37°53'00" N, long. 116°38'30" W, thence to the point of beginning.

\* \* \* \* \*

Issued in Los Angeles, California, on September 23, 1996.

George D. Williams,  
Manager, Air Traffic Division Western-Pacific Region.

[FR Doc. 96-26096 Filed 10-9-96; 8:45 am]

BILLING CODE 4910-13-M

### 14 CFR Part 73

[Airspace Docket No. 96-ASO-17]

RIN: 2120-AA66

**Change Controlling Agency for Restricted Areas R-5301, Albemarle Sound and R-5302A, B, and C, Harvey Point, NC**

AGENCY: Federal Aviation Administration (FAA), DOT.

**ACTION:** Final Rule.

**SUMMARY:** This action changes the controlling agency for Restricted Area R-5301, Albemarle Sound, NC, and all subareas of R-5302, Harvey Point, NC, from “FAA, Washington ARTCC” to “Norfolk Airport Traffic Control Tower (ATCT), Norfolk, VA.”

**EFFECTIVE DATE:** 0901 UTC, December 5, 1996.

### FOR FURTHER INFORMATION CONTACT:

Steve Brown, 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:

#### Need for Rulemaking

The recent redelegation of airspace in the vicinity of Elizabeth City Coast Guard/Municipal and Dare County Regional Airports, requires changing the controlling agency to reflect current airspace areas of responsibility.

#### The Amendment

This amendment to Title 14 of the Code of Federal Regulations part 73 (14 CFR part 73) changes the controlling agency for R-5301, Albemarle Sound, NC, and all subareas of R-5302, Harvey Point, NC, from “FAA, Washington ARTCC” to “FAA, Norfolk ATCT.”

Since this action simply changes the published controlling agency, the FAA finds that notice and public procedure under 5 U.S.C. 553(b) are unnecessary because this action is a minor technical amendment in which the public would not be particularly interested. Section 73.53 of part 73 of the Federal Aviation Regulations was republished in FAA Order 7400.8D dated July 11, 1996.

#### Environmental Review

This action changes the published controlling agency for R-5301 and R-5302. There are no changes to air traffic control procedures or routes as a result of this action. Also, there are no changes to the dimensions or type of activity conducted in these areas as a result of this action. Therefore, this action is not subject to environmental assessments and procedures under FAA Order 1050.1D, “Policies and Procedures for Considering Environmental Impacts,” and the National Environmental Policy Act.

#### List of Subjects in 14 CFR Part 73

Airspace, Navigation (air)