

**14 CFR Part 71****[Airspace Docket No. 96–AAL–10]****Establishment of Class E Airspace;  
Nuiqsut, AK****AGENCY:** Federal Aviation  
Administration (FAA), DOT.**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Nuiqsut Airport, AK. The development of a Global Positioning System (GPS) instrument approach procedure to Runway (RWY) 4 and 22 at Nuiqsut Airport has made this action necessary. The airport status will change from a visual flight rules (VFR) to an instrument flight rules (IFR) airport. The intended effect of this action is to provide adequate controlled airspace for IFR operations at Nuiqsut Airport, AK.

**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 July 2, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Nuiqsut was published in the Federal Register (61 FR 34393). The development of GPS instrument approach procedures to RWY 4 and 22 at Nuiqsut Airport, AK, has made this action necessary.

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 to read: Nuiqsut Airport (lat. 70°12'38" N, long. 151°00'17" W). The Federal Aviation Administration 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 written.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designated as 700/1200 foot transition areas are published in Paragraph 6005 of Federal Aviation Administration 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) establishes Class E airspace located at Nuiqsut, AK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing instrument landing and departing procedures. The airport VFR status will change to IFR.

The Federal Aviation Administration 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 6005 Class E airspace extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AAL AK E5 Nuiqsut, AK [New]

Nuiqsut Airport, AK

(Lat. 70°12'38" N, long. 151°00'17" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Nuiqsut Airport.

\* \* \* \* \*

Issued in Anchorage, AK, on October 8, 1996.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 96–26476 Filed 10–15–96; 8:45 am]

BILLING CODE 4910–13–P

**14 CFR Part 71****[Airspace Docket No. 96–AAL–8]****Revision of Class E Airspace;  
Cordova, AK****AGENCY:** Federal Aviation  
Administration (FAA), DOT.**ACTION:** Final rule.

**SUMMARY:** This action revises the Class E airspace at Cordova, AK. The FAA has developed a Required Navigation Performance (RNP) instrument approach procedure to Merle K. (Mudhole) Smith Airport, Cordova, AK. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing instrument approach procedures at Merle K. (Mudhole) Smith Airport, Cordova, AK.

**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 July 2, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Merle K. (Mudhole) Smith was published in the Federal Register (61 FR 34397). Revision of the Class E airspace is required for the IFR approach and departure procedures using RNP instrument approach procedures at Merle K. (Mudhole) Smith Airport, Cordova, Alaska. This action will provide adequate Class E airspace for IFR operations at Cordova, 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 to read: Merle K. (Mudhole) Smith Airport (lat. 60°29'31" N, long. 145°28'40" W) and Merle K. (Mudhole) Smith Localizer (lat. 60°29'51" N, long. 145°30'00" 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 written.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designated as 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 Merle K. (Mudhole) Smith Airport, Cordova, AK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing RNP instrument 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 USC 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 USC 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AAL AK E5 Cordova, AK [Revised]

Cordova, Merle K. (Mudhole) Smith Airport, AK

(Lat. 60°29'31" N, long. 145°28'40" W)

Glacier River NDB

(Lat. 60°29'56" N, long. 145°28'28" W)

Merle K. (Mudhole) Smith Localizer

(Lat. 60°29'51" N, long. 145°30'00" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Merle K. (Mudhole) Smith Airport and within 4 miles each side of the 222° bearing of the Glacier River NDB extending from the 6.6-mile radius to 20 miles southwest of the airport and within 4 miles each side of the 142° bearing from the NDB extending from the 6.6-mile radius to 15.6 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 6 miles each side of the Merle K. (Mudhole) Smith Localizer east course extending from the localizer to 40.6 miles east of the airport and within 4 miles each side of the 268° bearing from the NDB extending from the Glacier River NDB to 33.6 miles west of the airport and that airspace within 4 miles west and 8 miles east of the 222° bearing from the NDB extending from 10.3 miles southwest of the NDB to 26.3 miles southwest of the NDB and within 10 miles south and 5 miles north of the 299° bearing from the Glacier River NDB extending from the 6.6-mile radius to 25 miles northwest of the airport; excluding the airspace more than 12 miles beyond the shoreline.

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

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 96–26475 Filed 10–15–96; 8:45 am]

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### 14 CFR Part 71

[Airspace Docket No. 96–AAL–5]

#### Establishment of Class E Airspace; Buckland, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This action establishes Class E airspace at Buckland Airport, AK. The development of a Global Positioning System (GPS) instrument approach procedure to Runway (RWY) 10 at Buckland Airport has made this action necessary. The airport status will change from a visual flight rules (VFR) to an instrument flight rules (IFR) airport. This intended effect of this action is to provide adequate controlled airspace for IFR operations at Buckland Airport, AK.

**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 July 2, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Buckland was published in the Federal Register (61 FR 34398). The development of GPS instrument approach procedures at Buckland Airport, AK, has made this action necessary.

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 to read: Buckland NDB (lat. 65°58'47" N, long. 161°08'58" W), Kotzebue VOR/DME (lat. 66°53'08" N, long. 162°32'24" W), and Selawik VOR/DME (lat. 66°36'00" N, long. 159°59'30" W). The bearings from Kotzebue and Selawik have been corrected from "Magnetic" to "True" bearings, 154° and 230°. The Federal Aviation Administration 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 written.

The coordinates for this airspace docket are based on North American