

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) modifies Class D and E2 airspace at Gainesville, FL. GPS RWY 6 and GPS RWY 24 SIAPs have been developed for the Gainesville Regional Airport. Additional controlled airspace extending upward from the surface is needed to accommodate these SIAPs.

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 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; EO 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 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 5000 Class D airspace.*

\* \* \* \* \*

ASO FL D Gainesville, FL [Revised]

Gainesville Regional Airport, FL  
(lat. 29°14'24" N, long. 82°16'18" W)

Gainesville VORTAC  
(lat. 29°34'20", N long. 82°21'45" W)

That airspace extending upward from the surface to and including 2,700 feet MSL

within a 4.3-mile radius of Gainesville Regional Airport, This Class D airspace area is effective during the days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

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

\* \* \* \* \*

ASO FL E2 Gainesville, FL [Revised]

Gainesville Regional Airport, FL  
(lat. 29°41'24" N, long. 82°16'18" W)

Gainesville VORTAC  
(lat. 29°34'20", N long. 82°21'45" W)

Within a 4.3-mile radius of Gainesville Regional Airport. This Class E airspace area is effective during the days and time established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6004 Class E airspace areas designated as an extension to a Class D surface area.*

\* \* \* \* \*

ASO FL E4 Gainesville, FL [Revised]

Gainesville Regional Airport, FL  
(lat 29°41'24" N, long. 82°16'18" W)

Gainesville VORTAC  
(lat. 29°34'20" N, long. 82°21'45" W)

That airspace extending upward from the surface within 1.5 miles each side of the Gainesville VORTAC 034° radial, extending from the 4.3-mile radius of Gainesville Regional Airport to 2.5 miles northeast of the VORTAC. This Class E airspace area is effective during the days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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Issued in College Park, Georgia on March 3, 1997.

Benny L. McGlamery,  
*Acting Manager, Air Traffic Division,  
Southern Region.*

[FR Doc. 97–6045 Filed 3–10–97; 8:45 am]

BILLING CODE 4910–13–M

#### 14 CFR Part 71

[Airspace Docket No. 96–ASO–40]

#### Amendment to Class D and E2 Airspace; Orlando, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This amendment modifies Class D and E2 surface area airspace at Orlando, FL. GPS RWY 7 and GPS RWY 25 Standard Instrument Approach Procedures (SIAPs) have been

developed for the Orlando Executive Airport. Additional controlled airspace extending upward from the surface is needed to accommodate these SIAPs.

**EFFECTIVE DATE:** 0901 UTC, May 22, 1997.

#### FOR FURTHER INFORMATION CONTACT:

Benny L. McGlamery, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5570.

#### SUPPLEMENTARY INFORMATION:

##### History

On January 13, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying Class D and E2 airspace at Orlando, FL. (62 FR 1698). This action would provide adequate Class D and E2 airspace for IFR operations at the Orlando Executive Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class D and E2 airspace designations are published in Paragraphs 5000 and 5000, respectively, 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 D and E2 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) modifies Class D and E2 airspace at Orlando, FL. GPS RWY 7 and GPS RWY 25 SIAPs have been developed for the Orlando Executive Airport. Additional controlled airspace extending upward from the surface is needed to accommodate these SIAPs.

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 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; EO 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 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 5000 Class D airspace.*

\* \* \* \* \*

ASO FL D Orlando, FL [Revised]

Orlando Executive Airport, FL  
(lat. 28°32'44" N, long. 81°19'58" W)  
Orlando VORTAC  
(lat. 28°32'34" N, long. 81°20'06" W)

That airspace extending upward from the surface to but not including 1,600 feet MSL within a 4.2-mile radius of Orlando Executive Airport and within 3.6 miles each side of Orlando VORTAC 254° radial extending from 4.2-mile radius to 8.1 miles west of the VORTAC; excluding that portion within the Orlando, FL, Class B airspace area. This Class D airspace area is effective during the days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

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

\* \* \* \* \*

ASO FL E2 Orlando, FL [Revised]

Orlando Executive Airport, FL  
(lat. 28°32'44" N, long. 81°19'58" W)  
Orlando VORTAC  
(lat. 28°32'34" N, long. 81°20'06" W)

Within a 4.2-mile radius of Orlando Executive Airport and within 3.6 miles each side of Orlando VORTAC 254° radial extending from 4.2-mile radius to 8.1 miles west of the VORTAC; excluding that portion within the Orlando, FL, Class B airspace area. This Class E airspace area is effective during the days and times established in advance by

a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in College Park, Georgia, on March 3, 1997.

Benny L. McGlamery,  
*Acting Manager, Air Traffic Division,  
Southern Region.*

[FR Doc. 97–6048 Filed 3–10–97; 8:45 am]

BILLING CODE 4910–13–M

### 14 CFR Part 71

[Airspace Docket No. 96–ASO–38]

#### Amendment to Class E Airspace; Columbia, SC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This amendment modifies the Class E airspace area at Columbia, SC. A GPS RWY 31 Standard Instrument Approach Procedure (SIAP) has been developed for the Columbia Owens Downtown Airport. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP.

**EFFECTIVE DATE:** 0901 UTC, May 22, 1997.

**FOR FURTHER INFORMATION CONTACT:** Benny L. McGlamery, Operations Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5570.

#### SUPPLEMENTARY INFORMATION:

##### History

On January 8, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying Class E airspace at Columbia, SC (62 FR 1070). This action would provide adequate Class E airspace for IFR operations at the Columbia Owens Downtown Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Designations for Class E airspace extending upward from 700 feet or more above the surface are published in Paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996. 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) modifies Class E airspace at Columbia, SC. A GPS RWY 31 SIAP has been developed for Columbia Owens Downtown Airport. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP.

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 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; EO 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 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 6005 Class E airspace areas extending upward from 700 feet above the surface of the earth.*

\* \* \* \* \*

ASO SC E5 Columbia, SC [Revised]

Columbia Metropolitan Airport, SC  
(lat. 33°56'20" N, long. 81°07'10" W)  
Corporate Airport  
(lat. 33°47'41" N, long. 81°14'45" W)  
Columbia Owens Downtown Airport  
(lat. 33°58'14" N, long. 80°59'43" W)

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Columbia Metropolitan airport and within a 6.4-mile radius of Corporate Airport and