

Manuel A. Torres, Air Traffic Division, Operations Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone: (847) 294-7568.

**SUPPLEMENTARY INFORMATION:**

**History**

**Federal Register** Document 97-9133, Airspace Docket No. 96-AGL-34, published on April 9, 1997 (62 FR 17055) established Class E surface area airspace area at St. Cloud, MN. The legal description of the airspace included wording indicating less than continuous times of operation for the airspace for St. Cloud Regional Airport. The intent was to establish continuous Class E surface area airspace. This action corrects that error.

**Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, the legal description for the Class E airspace area at St. Cloud, MN, (62 FR 17055), (FR Doc. 97-9133; page 17056), is corrected as follows:

**§ 71.1 [Corrected]**

\* \* \* \* \*

**AGL MN E2 St. Cloud, MN [Corrected]**

On page 17056, in the Class E airspace designation for St. Cloud, MN, incorporated by reference in Sec. 71.1, delete the following sentences: "This 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 Airport/Facility Directory."

\* \* \* \* \*

**Maureen Woods,**

*Manager, Air Traffic Division, Great Lakes Region.*

[FR Doc. 97-19252 Filed 7-22-97; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 96-ASW-21]

**Revision of Class E Airspace; Silver City, NM**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Silver City, NM. The development of a Global Positioning System (GPS) standard instrument approach procedure (SIAP)

to Runway (RWY) 26 at Silver City-Grant County Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the GPS SIAP to RWY 26 at Silver City, NM.

**DATES:** Effective 0901 UTC, September 11, 1997.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone 817-222-5593.

**SUPPLEMENTARY INFORMATION:**

**History**

On February 20, 1997, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Silver City, NM, was published in the **Federal Register** (62 FR 7733). A GPS SIAP to RWY 26 developed for Silver City-Grant County Airport, Silver City, NM, requires the revision of the Class E airspace at this airport. The proposal would revise the controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments.

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. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL are published in paragraph 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 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) amends the Class E airspace located at Silver City, NM, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS SIAP to RWY 26.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments to keep them operationally current. It,

there—(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 the Federal Aviation Administration Order 7400.9D *Airspace Designations and Reporting Points*, dated September 4, 1996, and effective September 1996, is amended as follows:

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

\* \* \* \* \*

**ASW NM E5 Silver City, NM [Revised]**

Silver City-Grant County Airport, NM (Lat. 32°38'11"N., long. 108°09'23"W.)  
Silver City Localizer (Lat. 32°37'57"N., long. 108°09'59"W.)  
Cozey LOM (Lat. 32°37'55"N., long. 108°03'48"W.)  
Silver City VORTAC (Lat. 32°38'16"N., long. 108°09'40"W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Silver City-Grant County Airport and within 2.2 miles south and 7 miles north of the Silver City Localizer east course extending from the 6.8-mile radius to 14.4 miles east of the airport and within 1.9 miles each side of the 107° bearing from the Cozey LOM extending from the 6.8-mile radius to 8.2 miles southeast of the airport and within 8 miles west and 4 miles east of the 141° radial of the Silver City VORTAC extending from the 6.8-mile radius to 19.7 miles southeast of the airport.

\* \* \* \* \*

Issued in Fort Worth, TX, on July 2, 1997.  
**Albert L. Viselli,**  
*Acting Manager, Air Traffic Division,*  
*Southwest Region.*  
 [FR Doc. 97-19251 Filed 7-22-97; 8:45 am]  
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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97-AGL-15]

**Modification of Class E Airspace;  
 Medford, WI, Medford, Taylor County  
 Airport**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Medford, WI. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway 27 has been developed for Medford, Taylor County Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. The intended effect of this action is to provide segregation of aircraft using instrument approach procedures in instrument conditions from other aircraft operating in visual weather conditions.

**DATES:** Effective 0901 UTC, September 11, 1997.

**FOR FURTHER INFORMATION CONTACT:**  
 Manuel A. Torres, Air Traffic Division,  
 Operations Branch, AGL-530, Federal  
 Aviation Administration, 2300 East  
 Devon Avenue, Des Plaines, Illinois  
 60018, telephone (847) 294-7568.

**SUPPLEMENTARY INFORMATION:**

**History**

On Thursday, April 24, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify Class E airspace at Medford, WI (62 FR 19955). The proposal was to add controlled airspace extending upward from 700 to 1200 feet AGL to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments.

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 E airspace designations for areas extending upward

from 700 feet or more above the surface of the earth are published in paragraph 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 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 Medford, WI, to accommodate aircraft executing the GPS Runway 27 SIAP at Medford, Taylor County Airport. Controlled airspace extending upward from 700 to 1200 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 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**AGL WI E5 Medford, WI [Revised]**

Medford Taylor County Airport, WI  
 (Lat. 45°06'04" N, long. 90°18'12" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Medford, Taylor County Airport, and within 2.7 miles each side of the 162° bearing from the airport extending from the 6.6-mile radius to 7 miles southeast of the airport.

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Issued in Des Plaines, Illinois on June 24, 1997.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 97-19258 Filed 7-22-97; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 28957; Amdt. No. 1806]

RIN 2120-AA65

**Standard Instrument Approach  
 Procedures; Miscellaneous  
 Amendments**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows:

*For Examination*—1. FAA Rules Docket, FAA Headquarters Building,