

§ 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.

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ASW AR E5 Russellville, AR [Revised]

Russellville, Russellville Municipal Airport, AR

(Lat. 35°15'33"N., long. 93°05'38"W.)

Russellville NDB

(Lat. 35°15'26"N., long. 93°05'40"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Russellville Municipal Airport, and within 2.4 miles each side of the 184° bearing from the Russellville NDB extending from the 6.4-mile radius to 6.6 miles south of the airport, and within 4 miles each side of the 075° bearing from the airport extending from the 6.4-mile radius to 18 miles northeast of the airport, excluding that airspace which overlies the Morrilton, AR, class E airspace area.

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Issued in Fort Worth, TX, on March 19, 1997.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

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BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ASW-06]

Establishment of Class E Airspace; Panhandle, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes the Class E airspace extending upward from 700 feet above ground level (AGL) at Panhandle, TX. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 35 AT Panhandle-Carson 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 35 at Panhandle-Carson County Airport, Panhandle, TX.

EFFECTIVE DATE: 0901 UTC, May 22, 1997.

FOR FURTHER INFORMATION CONTACT:

Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

History

On June 19, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish the Class E airspace at Panhandle, TX, was published in the **Federal Register** (61 FR 31067). A GPS SIAP to RWY 35 developed for Panhandle-Carson County Airport, Panhandle, TX, requires the establishment of Class E airspace at this airport. The proposal was to establish 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) establishes Class E airspace located at Panhandle-Carson County Airport, Panhandle, TX, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS SIAP to RWY 35.

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, 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 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.

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ASW TX E5 Panhandle, TX [New]

Panhandle, Panhandle-Carson County Airport, TX

(Lat. 35°21'42" N., long. 101°21'54" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Panhandle-Carson County Airport, excluding that airspace which overlies the Amarillo, TX Class E area.

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Issued in Fort Worth, TX, on March 19, 1997.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

[FR Doc. 97-7674 Filed 3-25-97; 8:45 am]

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14 CFR Part 71

[Airspace Docket No. 96-ASW-07]

Revision of Class E Airspace; Ardmore, OK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the Class E airspace extending upward from surface at Ardmore Municipal Airport,

Ardmore, OK. A revision to the Very High Frequency Omnidirectional Range (VOR) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 04 at Ardmore Municipal 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 VOR SIAP to RWY 04 at Ardmore Municipal Airport, Ardmore, OK.

EFFECTIVE DATE: 0901 UTC, May 22, 1997.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

History

On June 19, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise Class E airspace at Ardmore Municipal Airport, Ardmore, OK, was published in the **Federal Register** (61 FR 31068). A revision to the VOR SIAP to RWY 04 for Ardmore Municipal Airport, Ardmore, OK, requires the revision of Class E airspace at this airport. The proposal was to revise the controlled airspace extending upward from the surface 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. However, the proposal was published with an incorrect coordinate for the location of the Ardmore Municipal Airport, Ardmore, OK. The correct coordinates for the airport should have been (Lat. 34°18'12" N, long. 097°01'12" W). The description of the Class E airspace in this rule has been revised to reflect this change. The FAA has determined that this is an editorial change and will not increase the scope of this rule. Except for non-substantive, editorial changes, 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 surface are published in Paragraph 6004 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR

72.2. 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) revises the Class E airspace located at Ardmore Municipal Airport, Ardmore, OK, to provide controlled airspace extending upward from surface for aircraft executing the VOR SIAP to RWY 04.

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, 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 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 16, 1996, is amended as follows:

Paragraph 6004: Class E Airspace areas designated as an extension to a Class D or Class E surface area.

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ASW OK E4 Ardmore, OK [Revised]

Ardmore, Ardmore Municipal Airport (Lat. 34°18'12" N., long. 097°01'12" W.) Ardmore VORTAC (Lat. 34°12'42" N., long. 097°10'06" W.)

That airspace extending upward from the surface within 1.3 miles each side of the 056° radial of the Ardmore VORTAC extending from the 4.2-mile radius of the airport to 8.5 miles southwest of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airman. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Fort Worth, TX, on March 19, 1997.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

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14 CFR Part 71

[Airspace Docket No. 96-ASW-18]

Revision of Class E Airspace; Corsicana, TX

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 Corsicana, TX. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 14 at Corsicana Municipal 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 14 at Corsicana Municipal Airport, Corsicana, TX.

EFFECTIVE DATE: 0901 UTC, May 22, 1997.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

History

On November 22, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Corsicana, TX, was published in the **Federal Register** (61 FR 59384). A GPS SIAP to RWY 14 developed for Corsicana Municipal Airport, Corsicana, TX, requires the revision of the Class E airspace at this airport. The proposal was to revise the controlled airspace extending upward from 700 feet AGL to contain IFR