

radius of the Ironwood Gogebic County Airport and within a 3.5 miles each side of the ILS Localizer Course, extending from the 6.6-mile radius to 10.2 miles east of the airport and within 3.2 miles each side of the Ironwood VORTAC 104° radial extending from the 6.6-mile radius to 11.7 miles southeast of the VORTAC, and within 2.4 miles each side of the Ironwood VORTAC 260° radial extending from the 6.6-mile radius to 7 miles west of the VORTAC and that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of the Ironwood VORTAC excluding that airspace within the State of Wisconsin.

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Issued in Des Plaines, Illinois on July 1, 1997.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 97-19254 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. 97-AGL-14]

#### Establishment of Class E Airspace; Bismarck, ND, Bismarck Municipal Airport

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Bismarck, ND. This airport is served by Federal Aviation Regulations Part 121 (14 CFR Part 121) and Part 135 (14 CFR Part 135) air carrier operations during periods when the air traffic control tower is closed. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument approach procedures after the air traffic control tower is closed. 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 establish Class E airspace at Bismarck, ND (62 FR 19954). The proposal was to add controlled airspace extending upward from the surface 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 the surface of the earth are published in paragraph 6002 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 at Bismarck, ND, to accommodate aircraft operators during periods when the air traffic control tower is closed. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument approaches. 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 6002 The Class E airspace areas designated as a surface area for an airport.*

\* \* \* \* \*

#### AGL ND E2 Bismarck, ND [New]

Bismarck Municipal Airport, ND  
(Lat. 46°46'26" N, long. 100°44'52" W)

Within a 4.8-mile radius of the Bismarck Municipal Airport. This Class E airspace is effective during the specific dates and times established in advance by a Notice to Airman. The effective date and time will thereafter be published in the Airport/Facility Directory.

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Issued in Des Plaines, Illinois on June 26, 1997.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 97-19253 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-AGL-34]

#### Establishment of Class E Airspace; St. Cloud, MN; St. Cloud Regional Airport; Correction

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects the wording regarding times of operation in the legal description of the St. Cloud, MN, Class E airspace area which was established by a final rule that was published in the **Federal Register** on April 9, 1997, Airspace Docket No. 96-AGL-34.

**DATES:** Effective July 23, 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

**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."

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##### 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.

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