

**Actions Since Issuance of the AD**

Since the issuance of AD 97-02-09, the FAA has become aware of the fact that certain references made to the amendment number of AD 93-01-14, which appeared throughout the preamble of AD 96-02-09, its amendatory language, and the rule itself, were incorrect. The referenced amendment number that appeared in the published version of the AD was "amendment 39-8368;" however, the correct amendment number correlating to AD 93-01-14 is "amendment 39-8468."

**Corrections Necessary to the Current AD**

The FAA has determined that it is appropriate to take action to correct AD 97-02-09 by revising all references to the amendment number of AD 93-01-14 to specify "amendment 39-8468." Since AD 97-02-09 supersedes AD 93-01-14, this correction is necessary in order to ensure that the proper amendment number is removed from the regulations as a result of this supersedure.

Action is taken herein to correct the error and to correctly add the AD as an amendment to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13). The effective date of the rule remains March 4, 1997.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

**§ 39.13 [Corrected]**

In the issue of January 28, 1997, beginning in the third column of page 3989 and continuing to the first column of page 3990, the amendatory language, as well as the introductory text of the rule that specifies pertinent agency numbers and the airplane manufacturer, are corrected to read as follows:

\* \* \* \* \*

**§ 39.13 [Amended]**

2. Section 39.13 is amended by removing amendment 39-6433 (55 FR 601, January 8, 1990); and by removing amendment 39-8468 (58 FR 5574, January 22, 1993); and by adding a new airworthiness directive (AD), amendment 39-9894, to read as follows:

97-02-09 Boeing: Amendment 39-9894, Docket 95-NM-223-AD. Supersedes AD 90-02-19, amendment 39-6433; and supersedes AD 93-01-14, amendment 39-8468.

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Issued in Renton, Washington, on February 19, 1997.

James V. Devany,  
Acting Manager, Transport Airplane  
Directorate, Aircraft Certification Service.  
[FR Doc. 97-4554 Filed 2-24-97; 8:45 am]  
BILLING CODE 4910-13-U

**14 CFR Part 71**

**[Airspace Docket No. 95-AWP-26]**

**Establishment of Class D Airspace; Victorville, CA**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes a Class D airspace area at Victorville, CA. The extension of Southern California International Airport Air Traffic Control Tower operating hours has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Southern California International Airport, Victorville, CA.

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

**FOR FURTHER INFORMATION CONTACT:** William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6556.

**SUPPLEMENTARY INFORMATION:**  
History

On November 20, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class D airspace area at Victorville, CA (61 FR 59040). This action will provide adequate controlled airspace to accommodate IFR operations at Southern California International Airport, Victorville, CA.

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. Class D airspace designations are published in paragraph 5000 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 airspace designations listed in this document will be published subsequently in this Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class D airspace area at Victorville, CA. The extension of Southern California Air Traffic Control Tower operating hours has made this action necessary. The effect of this action will provide adequate controlled airspace for IFR operations at Southern California International Airport, Victorville, CA.

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 10034; 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; 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 5000 Class D Airspace*

\* \* \* \* \*

AWP CA D Victorville, CA [New]  
Victorville, Southern California International  
Airport, CA

(Lat. 34°35'67" N, long. 117°22'93" W)

That airspace extending upward from the surface to 5,400 feet MSL within a 6-mile radius of the Victorville, Southern California

International Airport, CA. This Class D airspace area is effective during the specific dates and times established in advance be a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in Los Angeles, California, on February 5, 1997.

Leonard A. Mobley,  
Acting Manager, Air Traffic Division,  
Western-Pacific Region.

[FR Doc. 97-4576 Filed 2-24-97; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71**

[Airspace Docket No. 96-AWP-27]

**Amendment of Class E Airspace; San Jose, CA**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace area at San Jose, CA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 14/32 at South County of Santa Clara County has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at South County of Santa Clara County, San Martin, CA. **EFFECTIVE DATE:** 0901 UTC March 27, 1997.

**FOR FURTHER INFORMATION CONTACT:** William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6556.

**SUPPLEMENTARY INFORMATION:**

**History**

On December 16, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at San Jose, CA (61 FR 65992). This action will provide adequate controlled airspace to accommodate a GPS SIAP to RWY 14/32 at South County Airport of Santa Clara County, San Martin, CA.

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. Class E airspace designations 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 designations listed in this document will be published subsequently in this Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at San Jose, CA. The development of a GPS SIAP to RWY 14/32 has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 14/32 SIAP at South County Airport of Santa Clara County, San Martin, CA.

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 10034; 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; 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 area extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AWP CA E5 San Jose, CA [Revised]  
San Jose International Airport, CA  
(Lat. 37°21'42" N, long. 121°55'43" W)  
NAS Moffett Field TACAN  
(Lat. 37°25'57" N, long. 122°03'26" W)  
San Jose NDB (Jorge)  
(Lat. 37°20'56" N, long. 121°54'54" W)  
South County Airport of Santa Clara County, CA  
(Lat. 37°04'55" N, long. 121°35'49" W)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the San Jose International Airport and within 4.3 miles each side of the NAS Moffett Field TACAN 157° radial extending from the NAS Moffett Field TACAN to 20 miles southeast of the TACAN and within 4 miles each side of the 139° bearing from the San Jose NDB, extending from the 5-mile radius of the San Jose International Airport to 24.3 miles southeast of the NDB and within a 6.9-mile radius of the South County Airport of Santa Clara County and that airspace bounded by a line beginning at lat. 37°30'00" N, long. 121°52'04" W; to lat. 37°22'00" N, long. 121°08'04" W; to lat. 37°22'00" N, long. 121°24'04" W; to lat. 37°30'00" N, long. 122°27'04" W, thence to the point of beginning. That airspace extending upward from 1,200 feet above the surface bounded of the north by lat. 37°30'00" N, on the east and northeast by long. 121°50'04" W; and the southwest edge of V-107, on the southeast and south by the northwest edge of V-111, and lat. 37°00'00" N, and on the west by the east edge of V-27 to lat. 37°30'00" N.

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Issued in Los Angeles, California on February 3, 1997.

George D. Williams,  
Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 97-4578 Filed 2-24-97; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71**

[Airspace Docket No. 96-AWP-30]

**Revision of Class E Airspace; Victorville, CA**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises the Class E airspace area at Victorville, CA. The closure of George Air Force Base has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Southern California International Airport, Victorville, CA.

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

**FOR FURTHER INFORMATION CONTACT:** William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific