

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 Willcox, AZ. An airspace review of the GPS SIAP's at Cochise County Airport has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 21/3 SIAP at Cochise County Airport, Willcox, AZ.

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 24 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 AZ E5 Willcox, AZ [Revised]

Cochise County Airport, AZ  
(lat. 32°14'39" N, long. 109°53'38" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Cochise County Airport and within 5 miles each side of the 225° bearing from the Cochise County Airport extending from the 6.5-mile radius to 14.5 miles southwest of the Cochise County Airport and within 5.5 miles southeast and 4.5 miles northwest of the 055° bearing from the Cochise County Airport, extending from the 6.5-mile radius to 14.5 miles northeast of the Cochise County Airport.

Issued in Los Angeles, California, on March 28, 1997.

**George A. Williams,**

*Manager, Air Traffic Division, Western-Pacific Region.*

[FR Doc. 97–9414 Filed 4–11–97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 96–AEA–12]

#### Amendment to Class E Airspace; Hudson, NY; Correction

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the geographic coordinates of a final rule that was published in the **Federal Register** on February 13, 1997 (62 FR 6710), Airspace Docket No. 96–AEA–12. The final rule amended Class E airspace at Hudson, NY.

**EFFECTIVE DATE:** April 14, 1997.

**FOR FURTHER INFORMATION CONTACT:** Michael J. Sammartino, Air Traffic Division, Operations Branch, AEA–530, Federal Aviation Administration, Federal Building #111, John F. Kennedy Int'l Airport, Jamaica, NY 11430; telephone: (718) 553–4530.

**SUPPLEMENTARY INFORMATION:**

#### History

**Federal Register** Document 97–3670, Airspace Docket 96–AEA–12, published on February 13, 1997 (62 FR 6710) amended the Class E airspace at Hudson, NY. An error was discovered in the geographic coordinates for Philmont NDB. This action corrects that error.

#### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Philmont NDB for the Class E airspace at Hudson, NY, incorporated by reference in § 71.1, as published in the **Federal Register** on February 13, 1997 (61 FR 6710), (**Federal Register** Document (97–3670) is corrected as follows:

#### § 71.1 [Corrected]

#### AEA NY E5 Hudson, NY [Corrected]

On page 6710 in column 3, under Philmont NDB, first line, correct

(Lat. 42°15'10" N, long. 73°43'37" W)" to read

(Lat. 42°15'10" N, long. 73°43'23" W)".

Issued in Jamaica, New York on April 2, 1997.

**John S. Walker,**

*Manager, Air Traffic Division, Eastern Region.*

[FR Doc. 97–9415 Filed 4–11–97; 8:45 am]

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## DEPARTMENT OF THE INTERIOR

### Minerals Management Service

#### 30 CFR Part 254

RIN 1010–AB81

#### Response Plan for Facilities Located Seaward of the Coast Line; Correction

**AGENCY:** Minerals Management Service (MMS), Interior.

**ACTION:** Correction to final rule.

**SUMMARY:** This document corrects the regulation published in the **Federal Register** on March 25, 1997 (62 FR 13991). Section 254.9 of the final regulation (62 FR 13999) is revised to correct the address of the MMS Information Collection Clearance Officer.

**EFFECTIVE DATE:** June 23, 1997.

**FOR FURTHER INFORMATION CONTACT:**

Larry A. Ake, Engineering and Research Branch, at (703) 787–1567.

**SUPPLEMENTARY INFORMATION:** MMS published a final rule on March 25, 1997 (62 FR 13991) which revised the current interim final rule governing response plans for facilities located seaward of the coast line. The rule will bring MMS regulations into conformance with the Oil Pollution Act of 1990 (OPA).

#### Need for Correction

As published, the final regulation at § 254.9 contains and incorrect address for the MMS Information Collection Clearance Officer.

#### Correction of Publication

Accordingly, the publication on March 25, 1997, of the final regulation, which was the subject of FR Doc 97–7279 is corrected as follows:

#### § 254.9 [Corrected]

On page 13999, in the second column, § 254.9 is corrected by revising paragraph (d) to read as follows: