

That airspace extending upward from 2,500 feet MSL to and including 12,500 feet MSL beginning at lat. 49°00'00"N, long. 123°19'20"W; thence east along the U.S./Canadian boundary to lat. 49°00'05"N, 122°33'50"W; thence south to lat. 48°57'59"N, long. 122°33'50"W; thence west to lat. 48°57'59"N, long. 122°47'12"W; thence southwestward via a 16 NM arc of the Vancouver VORTAC to lat. 48°49'52"N, long. 123°00'31"W; thence northwest along the U.S./Canadian boundary to the point of beginning, excluding the airspace overlying the territory of Canada.

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*Paragraph 5000—Subpart D—Class D Airspace*

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**ANM BC D Abbotsford, BC [Revised]**

Abbotsford Airport, BC, Canada  
(Lat. 49°01'31"N, long. 122°21'48"W)  
Vancouver VORTAC  
(Lat. 49°04'38"N, long. 123°08'57"W)

That airspace extending upward from the surface to 2,500 feet MSL beginning at lat. 48°57'59"N, long. 122°18'57"W, thence counterclockwise along the 4-mile radius of the Abbotsford Airport to lat. 49°00'05"N, 122°16'08"W; thence west along the US-Canadian border to lat. 49°00'05"N, long. 122°45'58"W, thence clockwise along the 16-mile ARC of the Vancouver VORTAC, to lat. 48°57'59"N, long. 122°47'12"W; thence east along lat. 48°57'59"N to the point of beginning; excluding the airspace within the Vancouver, BC, Class C airspace and the airspace west of long. 122°33'50"W below 1,500 feet MSL, and the airspace overlying the territory of Canada.

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Issued in Washington, DC, on August 20, 1997.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97-ACE-9]

**Establish Class E Airspace; Spencer, IA**

**AGENCY:** Federal Aviation Administration [FAA], DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E surface area airspace at Spencer, IA, to accommodate Part 135 air carrier operations at Spencer Municipal Airport. Additional controlled airspace extending upward from the surface is needed to contain these aircraft executing instrument approach

procedures. The intended effect of this proposal is to provide segregation of aircraft operating under Instrument Flight Rules (IFR) from other aircraft operating under Visual Flight Rules (VFR). Minor editorial revisions have been made to this final rule. After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor changes will not change the meaning of the action and will not add any additional burden on the public than was already proposed.

**EFFECTIVE DATE:** 0901 UTC November 6, 1997.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Airspace Branch, Air Traffic Division, ACE-520C, Federal Aviation Administration, 601 E. 12th Street, Kansas City, MO 64106; telephone (816) 426-3408.

**SUPPLEMENTARY INFORMATION:**

**History**

On June 5, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying the Class E surface area airspace at Spencer, IA (62 FR 30784). The proposed action would provide additional controlled airspace to accommodate Part 135 air carrier operations at Spencer Municipal Airport.

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 areas extending from the surface 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) amends the Class E surface area airspace at Spencer, IA, by providing additional controlled airspace for aircraft executing instrument approaches.

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**

Aviation, 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—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E, AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS**

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.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of 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 Class E airspace areas are designated as a surface area for an airport*

\* \* \* \* \*

**ACE IA E2 Spencer Municipal Airport, Spencer, IA [NEW]**

Spencer Municipal Airport, IA  
(Lat. 43°09'56" N., long. 95°12'10" W.)

Within a 4.1-mile radius of the Spencer Municipal Airport.

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Issued in Kansas City, MO, on August 11, 1997.

**Christopher R. Blum,**

*Acting Manager, Air Traffic Division, Central Region.*

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