

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

[Airspace Docket No. 96-ASW-43]

Revision of Class E Airspace;  
Clarksville, ARAGENCY: Federal Aviation  
Administration (FAA), DOT.ACTION: Direct final rule; confirmation of  
effective date.

**SUMMARY:** This action revises the Class E airspace at Clarksville Municipal Airport, Clarksville, AR. New Nondirectional Beacon (NDB) and Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs) to Runway (RWY) 09 and RWY 27 have made this rule necessary. This action is intended to provide adequate Class E airspace to contain Instrument Flight Rules (IFR) operations for aircraft executing the NDB or GPS SIAPs to RWY 09 or RWY 27 at Clarksville Municipal Airport, Clarksville, AR.

EFFECTIVE DATE: 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:** The FAA published this direct final rule with a request for comments in the **Federal Register** on May 1, 1997 (62 FR 23646). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on September 11, 1997. No adverse comments were received, and thus this action confirms that this final rule will be effective on that date.

Issued in Fort Worth, TX, on July 7, 1997.

Albert L. Viselli,

Acting Manager, Air Traffic Division,  
Southwest Region.

[FR Doc. 97-19687 Filed 7-24-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

[Airspace Docket No. 97-AGL-8]

Establishment of Class E Airspace;  
Perham, MN, Perham Municipal AirportAGENCY: Federal Aviation  
Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This action establishes Class E airspace at Perham, MN. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway 30 has been developed for Perham Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. 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.

EFFECTIVE DATE: 0901 UTC, November 6,  
1997.

**FOR FURTHER INFORMATION CONTACT:** Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

## SUPPLEMENTARY INFORMATION:

## History

On Tuesday, May 13, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Perham, MN (62 FR 26265). The proposal would add controlled airspace extending upward from 700 to 1200 feet AGL 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 airspace areas extending upward from 700 feet or more above the surface of the earth 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 at Perham, MN, to accommodate aircraft executing the GPS Runway 30 SIAP at Perham Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet AGL is needed to contain aircraft executing the approach. 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

## AGL MN E5 Perham, MN [New]

Perham Municipal Airport, MN  
(lat. 46°36'15" N., long., 95°36'16" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Perham Municipal Airport.

\* \* \* \* \*

Issued in Des Plaines, Illinois on July 10, 1997.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 97-19692 Filed 7-24-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AGL-10]

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

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Harvey, ND. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway 11 and a GPS SIAP to Runway 29 has been developed for Harvey Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. 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.

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

**FOR FURTHER INFORMATION CONTACT:** Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

#### SUPPLEMENTARY INFORMATION:

##### History

On Tuesday, May 13, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Harvey, ND (62 FR 26264). The proposal would add controlled airspace extending upward from 700 to 1200 feet AGL 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 airspace areas extending upward from 700 feet or more above the surface of the earth 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 at Harvey, ND, to accommodate aircraft executing the GPS Runway 11 SIAP and the GPS Runway 29 SIAP at Harvey Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet AGL is needed to contain aircraft executing the approach. 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### AGL ND E5 Harvey, ND [New]

Harvey Municipal Airport, ND

(lat. 47°47'28"N., long. 99°55'54"W.)

Minot AFB, ND

(lat. 48°24'56"N., long. 101°21'28"W.)

Bismarck VOR/DME

(lat. 46°45'42"N., long. 100°39'55"W.)

Devils Lake VOR/DME

(lat. 48°06'47"N., long. 98°54'29"W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Harvey Municipal Airport, and that airspace extending upward from 1,200 feet above the surface bounded on the north by V430, on the west by the 47-mile radius of Minot Air Force Base, on the southwest by V15, on the south by the Bismarck VOR/DME 36-mile radius, on the southeast by V169, and on the east by the Devils Lake VOR/DME 22-mile radius, and that airspace extending upward from 1,200 feet above the surface bounded on the northwest by V169, on the south by latitude 47°30'00"N., and on the east by longitude 99°19'00"W, excluding all Federal airways.

\* \* \* \* \*

Issued in Des Plaines, Illinois on July 10, 1997.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 97-19693 Filed 7-24-97; 8:45 am]

BILLING CODE 4910-13-M

## SOCIAL SECURITY ADMINISTRATION

### 20 CFR Part 430

RIN 0960-AE52

#### Personnel

**AGENCY:** Social Security Administration (SSA).

**ACTION:** Final rule.

**SUMMARY:** These final rules adopt regulations for SSA which contain the same policy as provided by current regulations of the U.S. Department of Health and Human Services (HHS) on indemnification of employees for judgments, verdicts or monetary awards. The Social Security Independence and Program Improvements Act (SSPIA) of 1994 established the Social Security Administration as an independent agency in the executive branch of the United States Government effective March 31, 1995 and vested general regulatory authority in the