

regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the Federal Register indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the Federal Register, and a notice of proposed rulemaking may be published with a new comment period.

#### Comments Invited

Although this action is in the form of a final rule and was not preceded by a notice of proposed rulemaking, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments in the Rules Docket for examination by interest persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 96-ACE-25." The postcard will be date stamped and returned to the commenter.

#### Agency Findings

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various

levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reason discussed in the preamble, I certify that is regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

Accordingly, the Federal Aviation Administration amends part 71 of the Federal Aviation Regulations (14 CFR part 71) as follows:

#### PART 71—AMENDED

1. 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 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*

\* \* \* \* \*

##### ACE IA E4 Sioux City, IA [Revised]

Sioux City, Sioux Gateway Airport, IA  
(Lat. 42°24'10" N. long. 96°23'04" W.)  
Sioux City VORTAC  
(Lat. 42°20'40" N. long. 96°19'25" W.)  
Gateway NDB  
(Lat. 42°24'29" N. long. 96°23'09" W.)

That airspace extending upward from the surface within 2.2 miles each side of the 140° radial of the Sioux City VORTAC extending from the 4.3-mile radius of the Sioux Gateway Airport to 5.3 miles southeast of the VORTAC and 2.5 miles each side of the 170°

bearing from the Gateway NDB extending from the 4.3-mile radius of the Sioux Gateway Airport to 7 miles south of the NDB. This Class E airspace area 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.

\* \* \* \* \*

##### ACE NE E5 Sioux City, IA. [Revised]

Sioux City, Sioux Gateway Airport, IA  
(Lat. 42°24'10" N., long. 96°23'04" W.)  
Sioux City VORTAC  
(Lat. 42°20'40" N., long. 96°19'25" W.)  
Gateway NDB  
(Lat. 42°24'29" N., long. 96°23'09" W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Sioux Gateway Airport and within 3 miles each side of the 139° radial of the Sioux City VORTAC extending from the 7-mile radius to 17.8 miles southeast of the VORTAC and within 3 miles each side of the 319° radial of the Sioux City VORTAC extending from the 6.8-mile radius to 25.3 miles northwest of the VORTAC and 2 miles each side of the 360° bearing from the Sioux Gateway Airport extending from the 7-mile radius to 9.2 mile north of the airport.

\* \* \* \* \*

Issued in Kansas City, MO, on December 27, 1996.

Bryan H. Burleson,

*Acting Manager, Air Traffic Division Central Region.*

[FR Doc. 97-1918 Filed 1-24-97; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 96-AGL-15]

#### Modification of Class E Airspace; Toledo, OH

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E5 airspace at Bowling Green, Wood County Airport, Toledo, OH, to accommodate diverse departure traffic from Wood County 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, March 27, 1997.

**FOR FURTHER INFORMATION CONTACT:** John A. Clayborn, 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 Tuesday, September 17, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify Class E5 airspace at Bowling Green, Wood County Airport to accommodate diverse departure traffic from Wood County Airport (61 FR 48869). The proposal was to 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 E5 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) modifies Class E5 airspace at Bowling Green, Wood County Airport to accommodate diverse departure traffic from Wood County 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 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 areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AGL OH E5 Toledo, OH [Revised]

Bowling Green, Wood County Airport, OH (lat. 41°23'28"N., long. 83°37'49"W.)

That airspace extending upward from 700 feet or more above the surface within the area bounded by a line beginning at lat. 41°40'00"N., long. 84°20'00"W.; to lat. 41°49'00"N., long. 83°37'00"W.; to lat. 41°34'00"N., long. 89°19'00"N.; to lat. 41°15'00"N., long. 83°34'00"W.; to lat. 41°22'00"N., long. 84°05'00"W.; to the point of beginning.

\* \* \* \* \*

Issued in Des Plaines, Illinois on January 9, 1997.

Maureen Woods,

Manager, Air Traffic Division.

[FR Doc. 97-1925 Filed 1-24-97; 8:45 am]

BILLING CODE 4910-13-M

#### DEPARTMENT OF COMMERCE

##### National Oceanic and Atmospheric Administration

##### 15 CFR Part 922

[Docket No. 970103001-7001-01]

RIN 0648-XX79

##### Point Reyes/Farallon Islands National Marine Sanctuary; Name Change

AGENCY: Sanctuaries and Reserves Division (SRD), Office of Ocean and

Coastal Resource Management (OCRM), National Ocean Service (NOS), National Oceanic and Atmospheric Administration (NOAA), Department of Commerce (DOC).

**ACTION:** Final rule, technical amendment.

**SUMMARY:** The National Oceanic and Atmospheric Administration (NOAA) is changing the name of the Point Reyes/Farallon Islands National Marine Sanctuary to the Gulf of the Farallones National Marine Sanctuary.

**EFFECTIVE DATE:** January 27, 1997.

**FOR FURTHER INFORMATION CONTACT:** Elizabeth Moore at (301) 713-3141.

**SUPPLEMENTARY INFORMATION:** The Point Reyes/Farallon Islands National Marine Sanctuary (Sanctuary) was designated in 1981. Soon after its designation the Sanctuary was commonly referred to as the Gulf of the Farallones National Marine Sanctuary. This name was used to reflect the area's bioregion and location, and because it was a more simple and familiar way for the public and NOAA to refer to the Sanctuary. In 1987, with the preparation of a management plan for the site, the name Gulf of the Farallones National Marine Sanctuary was adopted by NOAA. Consequently, the name Gulf of the Farallones has been commonly used by NOAA, State and Federal agencies and the public for nearly ten years and is the name by which the Sanctuary and area is known. By this final rule, NOAA is officially changing the name of the Sanctuary to the Gulf of the Farallones National Marine Sanctuary to reflect its commonly used name, and to remove any remaining misunderstanding which may arise because the Code of Federal Regulations refers to the Sanctuary by its original name.

Because this amendment is technical in nature, having no substantive impact, no useful purpose would be served by providing notice and opportunity for comment under the Administrative Procedure Act. Accordingly, the Acting Deputy Assistant Administrator for Ocean Services and Coastal Zone Management under 5 U.S.C. 553(b)(B) for good cause finds that providing notice and opportunity for comment is unnecessary. Nor is a 30-day delay in effective date required under 5 U.S.C. 553(d) due to the non-substantive nature of this technical amendment.

Authority: 16 U.S.C. § 1431 *et seq.* (Federal Domestic Assistance Catalog Number 11.429 Marine Sanctuary Program)