

valve must be compatible with LOX temperatures and be readily accessible (either directly if manual, or by remote activation if automatic).

g. If multiple converters are used and manifolded together, check valves shall be installed so that a leak in one converter will not allow leakage of oxygen from any other converter.

h. Flexible hoses shall be used for the airplane systems connections to shock-mounted converters, where movement relative to the airplane may occur.

i. Condensation from system components or lines shall be collected by drip pans, shields, or other suitable collection means and drained overboard through a drain fitting separate from the liquid oxygen vent fitting, as specified in Special Condition e. above.

j. Oxygen system components shall be burst pressure tested to 3.0 times, and proof pressure tested to 1.5 times, the maximum normal operating pressure. Compliance with the requirement for burst testing may be shown by analysis, or a combination of analysis and test.

k. Oxygen system components shall be electrically bonded to the airplane structure.

l. All gaseous or liquid oxygen connections located in close proximity to an ignition source shall be shrouded and vented overboard using the system specified in Special Condition e. above.

m. A means will be provided to indicate the quantity of oxygen in the converter and oxygen availability to the flightcrew. A low LOX level amber caution annunciation will be furnished to the flightcrew prior to the LOX converter oxygen level reaching the quantity required to provide sufficient oxygen for emergency descent requirements.

Issued in Renton, Washington, on October 1, 1997.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.*

[FR Doc. 97-27503 Filed 10-15-97; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AAL-9]

**Revocation of Class D Airspace; Anchorage, Bryant AHP, AK, and Adak, AK; Revision of Class E Airspace; Adak, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action revokes the Class D airspace at Bryant Army Heliport (AHP), Anchorage, AK, and at Adak Naval Air Station (NAS), AK. The Department of the Army closed the Bryant AHP tower on September 27, 1995, and transferred operational control of Bryant AHP to the Alaska National Guard. The Department of the Navy closed the Adak tower on March 31, 1997, following the approval of the 1995 Base Realignment and Closure Commission's recommendation to close Adak NAS, AK, by the Congress of the United States. Additionally, the Class E airspace description at Adak, AK, will be revised to reflect part-time (less than 24-hours a day) operations. The intended effect of this action is to revise the effective times for the Class E airspace at Adak, AK, and also to revoke the Class D airspace at Bryant AHP, and at Adak NAS, AK, since the purpose and requirements for these surface areas no longer exist.

**EFFECTIVE DATE:** 0901 Coordinated Universal Time (UTC), November 17, 1997.

**FOR FURTHER INFORMATION CONTACT:** Robert van Haastert, Operations Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5863; email; Robert.van.Haastert@faa.dot.gov; Internet: <http://www.alaska.faa.gov/at> or at <http://162.58.28.41/at>.

#### SUPPLEMENTARY INFORMATION:

##### Background

The Department of the Army closed the Bryant AHP tower on September 27, 1995, and transferred operational control of Bryant AHP to the Alaska National Guard. The Department of the Navy closed the Adak NAS tower on March 31, 1997, following the approval of the 1995 Base Realignment and Closure Commission's recommendation to close Adak NAS, AK, by the Congress of the United States. The purpose and requirements for these Class D surface areas no longer exist. The Class E effective times at Adak, AK, currently reflect continuous, 24-hour a day operations. This situation no longer exists and the effective times will be changed to indicate a part-time operation.

The coordinates for this airspace docket are based on North American Datum 83. The Class D airspace areas designated as surface areas are published in paragraph 5000 of FAA Order 7400.9E, Airspace Designations and Reporting Points, dated September

10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1(62 FR 52491; October 8, 1997). FAA Order 7400.9E, paragraph 6004, lists the Class E airspace areas designated as an extension to a Class D or Class E surface area. The Class D airspace descriptions listed in this document will be removed from the Order. The Class E airspace revision listed in this document will be published subsequently in the Order.

#### The Rule

The FAA is amending part 71 of the Federal Aviation Regulations (14 CFR part 71) to revoke the Class D airspace at Bryant Army Heliport (AHP), Anchorage, AK and at Adak NAS, AK. Additionally, the Class E effective times at Adak NAS, AK, will change from continuous to part time. The Class D airspace designation listed in this document will be revoked and the Class E airspace revision listed in this document will be published with two additional sentences to reflect the part-time effective times.

Accordingly, since the purpose and requirements for the Class D surface areas at Bryant AHP and Adak NAS no longer exist, notice and public procedure under 5 U.S.C. 553(b) for revoking this airspace are unnecessary. Since the closure of the tower is merely causing a reduction of the effective hours of the Class E airspace at Adak NAS, notice and public procedure under 5 U.S.C. 553(b) is unnecessary.

The FAA has determined that these regulations only involve an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(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, when promulgated, 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—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 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.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

*Paragraph 5000 Class D Airspace*

\* \* \* \* \*

**AAL AK D Anchorage, Bryant AHP, AK [Removed]**

\* \* \* \* \*

**AAL AK D Adak, AK [Removed]**

\* \* \* \* \*

*Paragraph 6004 Class E airspace areas designated as an extension to a Class D or Class E surface area.*

\* \* \* \* \*

**AAL AK E4 Adak, AK [Revised]**

**Adak NAS Airport, AK**

(Lat. 51°52'53" N, long. 176°38'50" W)

**Adak NDB**

(Lat. 51°55'01" N, long. 176°34'01" W)

That airspace extending upward from the surface within 3.8 miles each side of the 053° bearing from the Adak NDB extending from the 4.5-mile radius of the Adak NAS to 6.4 miles northeast of the Adak 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 Supplement Alaska (Airport/Facility Directory).

\* \* \* \* \*

Issued in Anchorage, AK, on September 10, 1997.

**Willis C. Nelson,**

*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 97–27376 Filed 10–15–97; 8:45 am]

BILLING CODE 4910–13–M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. 97–ACE–11]

**Amendment to Class E Airspace, Lee's Summit, MO**

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action amends the Class E airspace area at Lee's Summit Municipal Airport, Lee's Summit, MO. The FAA has developed Nondirectional Radio Beacon (NDB) Runway (RWY) 18 and RWY 36 Standard Instrument Approach Procedures (SIAP) to serve the Lee's Summit Municipal Airport. The intended effect of this action is to provide additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) to accommodate these SIAPs, and to provide segregation of aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual weather conditions at the Lee's Summit Municipal Airport.

**DATES:** *Effective date:* 0901 UTC, February 26, 1998.

*Comment date:* Comments must be received on or before November 15, 1997.

**ADDRESSES:** Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE–520, Federal Aviation Administration, Docket Number 97–ACE–11, 601 East 12th St., Kansas City, MO 64106.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

**FOR FURTHER INFORMATION CONTACT:**

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, MO 64106; telephone: (816) 426–3408.

**SUPPLEMENTARY INFORMATION:** The FAA has developed NDB SIAPs to RWY 18 and RWY 36 to serve the Lee's Summit Municipal Airport, Lee's Summit, MO. The amendment to Class E airspace at Lee's Summit Municipal Airport, MO, is necessary to provide additional

controlled airspace at and above 700 feet AGL in order to contain the new SIAPs within controlled airspace, and thereby facilitate separation of aircraft operating under instrument flight rules (IFR). The area will be depicted on appropriate aeronautical charts. Class E airspace areas extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, 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 Direct Final Rule Procedure**

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower altitudes, especially during inclement weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the 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