

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communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received.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-related 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 interested 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 Airspace Docket No. 97-ACE-29." 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 reasons discussed in the preamble, I certify that this 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) 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.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

Accordingly, 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 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6002 Class E airspace designated as surface areas.

* * * * *

ACE NE E2 Alliance, NE [Revised]

Alliance Municipal Airport, NE
(lat. 42°03'12" N., long. 102°48'14" W.)
Alliance VOR/DME
(lat. 42°03'20" N., long. 102°48'16" W.)
Alliance NDB
(lat. 42°02'35" N., long. 102°47'58" W.)

Within a 4.3-mile radius of Alliance Municipal Airport and within 1.3 miles each side of the 124° bearing from the Alliance NDB extending from the 4.3-mile radius to 7 miles southeast of the NDB and within 2.6 miles each side of the 145° radial of the Alliance VOR/DME extending from the 4.3-mile radius to 8.7 miles southeast of the VOR/DME and within 2.6 miles each side of the 302° radial of the Alliance VOR/DME extending from the 4.3-mile radius to 5.7 miles northwest of the VOR/DME and within 1.3 miles each side of the 318° bearing from the Alliance NDB extending from the 4.3-mile radius to 7 miles northwest 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.

* * * * *

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ACE NE E5 Alliance, NE [Revised]

Alliance Municipal Airport, NE
(lat. 42°03'12" N., long. 102°48'14" W.)
Alliance VOR/DME
(lat. 42°03'20" N., long. 102°48'16" W.)
Alliance NDB

(lat. 42°02'35" N., long. 102°47'58" W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of the Alliance Municipal Airport and within 1.3 miles each side of the 124° bearing from the Alliance NDB extending from the 6.8-mile radius to 7 miles southeast of the NDB and within 3 miles each side of the 145° radial of the Alliance VOR/DME extending from the 6.8-mile radius to 10.5 miles southeast of the VOR/DME and within 3 miles each side of the 302° radial of the Alliance VOR/DME extending from the 6.8-mile radius to 8.7 miles northwest of the VOR/DME.

* * * * *

Issued in Kansas City, MO, on October 15, 1997.

Donovan D. Schardt,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 97-31700 Filed 12-4-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASW-21]

Amendment of Class E Airspace; New Braunfels Municipal, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This amendment modifies the Class E airspace at San Antonio, TX. The development of Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAP) to runways (RWY) 13 and 17 and a Very High Frequency Omnidirectional Range (VOR)/Distance Measuring Equipment (DME)-A SIAP at New Braunfels Municipal Airport, TX, has made this rule necessary. This action is intended to provide adequate additional controlled airspace extending from 700 feet or more above the surface for Instrument Flight Rules (IFR) operations at New Braunfels Municipal Airport, New Braunfels, TX.

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

Comment date: Comments must be received on or before January 20, 1998.

ADDRESSES: Send comments on the rule in triplicate to Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Docket No. 97-ASW-21, Fort Worth, TX 76193-0520.

The official docket may be examined in the Office of the Regional Counsel, Southwest Region, Federal Aviation

Administration, 2601 Meacham Boulevard, Room 663, Fort Worth, TX, 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 at the Airspace Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Room 414, Fort Worth, TX.

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: This amendment to 14 CFR part 71 amends the Class E airspace at New Braunfels, TX. The development of GPS SIAP's to RWY 13 and RWY 17 and a VOR/DME-A SIAP at New Braunfels Municipal Airport, TX, has made this action necessary. The intended effect of this action is to provide additional controlled airspace extending 700 feet or more above the surface for aircraft executing the GPS SIAPs to RWYs 13 and 17 and a VOR/DME-A SIAP at New Braunfels Municipal Airport, New Braunfels, TX.

Class E airspace designations 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 opportunities provided to the public to comment on substantially identical actions have resulted in negligible adverse comments or objections. 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 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 is needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy-related 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 interested 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. 97-ASW-21." 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.

Further, the FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments and only involves an established body of technical regulations that require frequent and routine amendments to keep them operationally current. Therefore, I

certify that 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) 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. Since this rule involves routine matters that will only affect air traffic procedures and air navigation, it does not warrant preparation of a Regulatory Flexibility Analysis because the anticipated impact is so minimal.

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.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ASW TX E5—San Antonio, TX [Revised]

San Antonio International Airport, TX
(Lat. 29°32'01" N., long. 98°28'11" W.)
New Braunfels Municipal, TX
(Lat. 29°42'11" N., long. 98°02'28" W.)
San Antonio VORTAC
(Lat. 29°38'39" N., long. 98°27'41" W.)
Randolph VOR
(Lat. 29°38'39" N., long. 98°17'06" W.)
Stinson VOR
(Lat. 29°15'30" N., long. 98°26'37" W.)
Castroville Municipal, TX
(Lat. 29°20'33" N., long. 98°51'04" W.)
Castroville RBN
(Lat. 29°20'46" N., long. 98°50'57" W.)

That airspace extending upward from 700 feet above the surface within a 20-mile radius of San Antonio International Airport and within 6.9-mile radius of New Braunfels Municipal Airport and within 1.6 miles each side of the 080° radial of the San Antonio VORTAC extending from the 6.9-mile radius to 11.2 miles east of the New Braunfels Municipal Airport and within 4 miles each side of the 316° bearing from New Braunfels

Municipal Airport extending from the 6.9-mile radius to 9.7 miles north of the airport and within 3 miles each side of the 331° bearing from New Braunfels Municipal Airport extending from the 6.9-mile radius to 9.7 miles northwest of the airport and within 4 miles each side of the 080° radial of the San Antonio VORTAC extending from the 6.9-mile radius to 9.7 miles east of the New Braunfels Municipal Airport and within 8 miles east and 4 miles west of the 144° radial of the Randolph VOR extending from the 20-mile radius to 20.6 miles southeast of the VOR and within 8 miles east and 4 miles west of the 152° radial of the Stinson VOR extending from the 20-mile radius to 16 miles south of the VOR and within a 6.5-mile radius of Castroville Municipal Airport and within 8 miles west and 4 miles east of the 170° bearing from the Castroville RBN extending from the RBN to 16 miles south of the RBN.

* * * *

Issued in Fort Worth, TX, on November 5, 1997.

Albert L. Viselli,

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

[FR Doc. 97-31930 Filed 12-4-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASW-20]

Amendment of Class E Airspace; Camden, AR

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; request for
comments.

SUMMARY: This amendment modifies the Class E airspace at Camden, AR. The development of a Nondirectional Radio Beacon (NDB) Standard Instrument Approach Procedure (SIAP) to runway (RWY) 18 at Harrell Field has made this rule necessary. This action is intended to provide adequate additional controlled airspace extending from 700 feet or more above the surface for Instrument Flight Rules (IFR) operations at Harrell Field, Camden, AR.

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

Comment date: Comments must be
received on or before January 20, 1998.

ADDRESSES: Send comments on the rule
in triplicate to Manager, Airspace
Branch, Air Traffic Division, Federal
Aviation Administration, Southwest
Region, Docket No. 97-AWS-20, Fort
Worth, TX 76193-0520.

The official docket may be examined
in the Office of the Regional Counsel,

Southwest Region, Federal Aviation
Administration, 2601 Meacham
Boulevard, Room 663, Fort Worth, TX,
between 9:00 AM and 3:00 PM, Monday
through Friday, except Federal holidays.
An informal docket may also be
examined during normal business hours
at the Airspace Branch, Air Traffic
Division, Federal Aviation
Administration, Southwest Region,
Room 414, Fort Worth, TX.

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: This
amendment to 14 CFR part 71 amends
the Class E airspace at Camden, AR. The
development of the NDB SIAP to RWY
18 at Harrell Field has made this action
necessary. The intended effect of this
action is to provide additional
controlled airspace extending 700 feet
or more above the surface for aircraft
executing the NDB RWY 18 SIAP to
Harrell Field, Camden, AR.

Class E airspace designations 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
opportunities provided to the public to
comment on substantially identical
actions have resulted in negligible
adverse comments or objections. 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
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 is needed.

Comments are specifically invited on
the overall regulatory, economic,
environmental, and energy-related
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
interested 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. 97-ASW-20." 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 level
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.

Further, the FAA has determined that
this regulation is noncontroversial and
unlikely to result in adverse or negative
comments and only involves an
established body of technical
regulations that require frequent and
routine amendments to keep them
operationally current. Therefore, I
certify that this regulation (1) is not a
"significant regulatory action" under