

Issued in Kansas City, Missouri, on July 16, 1997.

Carolanne L. Cabrini,
*Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 96-ASW-34]

Revision of Class D Airspace; Dallas Addison Airport, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action revises the Class D airspace at Addison Airport, Dallas, TX. As a result of the Class B airspace changes for Dallas/Fort Worth International Airport, the Class D airspace at Addison Airport is no longer sufficient to contain departing aircraft within controlled airspace. This action is intended to expand the Class D airspace to provide adequate airspace to contain aircraft operating under Instrument Flight Rules (IFR) at Addison Airport, Dallas, TX.

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 23643). 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.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASW-02]

Revision of Class D Airspace; Little Rock, AFB, AR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action revises the Class D airspace at Little Rock Air Force Base (AFB), AR. The development of a Precision Approach Radar (PAR) and a Tactical Air Navigation (TACAN) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) of 07 at the airport has made this rule necessary. This action is intended to provide adequate Class D airspace for aircraft operating under Instrument Flight Rules (IFR) and executing the PAR or TACAN SIAP at Little Rock AFB, 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 23644). 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.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 96-ASW-35]

Revision of Class E Airspace; Killeen, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action revises the Class E airspace at Robert Gray Army Airfield, Killeen, TX. A new Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 33 and a new VHF Omnidirectional Range Distance Measuring Equipment (VOR/DME) SIAP to RWY 15 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 GPS SIAP to RWY 33 and the VOR/DME SIAP to RWY 15 at Robert Gray Army Airfield, Killeen, TX.

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 23654). 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.

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Albert L. Viselli,
*Acting Manager, Air Traffic Division,
Southwest Region.*
[FR Doc. 97-19680 Filed 7-24-97; 8:45 am]
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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 96-ASW-36]

**Revision of Class E Airspace;
Weslaco, TX**

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action revises the Class E airspace at Mid Valley Airport, Weslaco, TX. A new Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 13 has made this rule necessary. This action is intended to provide adequate Class E airspace for aircraft executing the GPS SIAP to RWY 13 to contain Instrument Flight Rules (IFR) operations at Mid Valley Airport, Weslaco, TX.

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 23653). 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. 97-19681 Filed 7-24-97; 8:45 am]
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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 96-ASW-37]

**Revision of Class E Airspace; De
Queen, AR**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action revises the Class E airspace at J. Lynn Helms Sevier County Airport, De Queen, AR. A new Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 08 has made this rule necessary. This action is intended to provide adequate Class E airspace for aircraft executing the GPS SIAP to RWY 08 and to contain Instrument Flight Rules (IFR) operations at J. Lynn Helms Sevier County Airport, De Queen, 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 23651). 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.*
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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 96-ASW-41]

**Establishment of Class E Airspace;
Grants, NM**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action establishes Class E airspace at Grants-Milan Municipal Airport, Grants, NM. A new Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 31 had 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 GPS SIAP to RWY 31 at Grants-Milan Municipal Airport, Grants, NM.

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 23649). 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.

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Albert L. Viselli,
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Southwest Region.*
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