

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 96-ASW-39]

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

SUMMARY: This action revises the Class E airspace at Kirk Field, Paragould, AR. A new Nondirectional Beacon (NDB) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 04, and a new NDB SIAP to RWY 22 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 SIAP to RWY 22 and the NDB SIAP to RWY 04 at Kirk Field, Paragould, 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 23648). 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. 97-19684 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. 96-ASW-38]

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

SUMMARY: This action revises the Class E airspace at Saint John The Baptist Parish Airport, Reserve, LA. A new VHF Omnidirectional Range (VOR) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 35 has 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 VOR SIAP to RWY 35 at Saint John The Baptist Parish Airport, Reserve, LA.

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 23652). 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. 97-19685 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. 96-ASW-42]

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

SUMMARY: This action revises the Class E airspace at Olney Municipal Airport, Olney, TX. New Nondirectional Beacon (NDB) and Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs) to Runway (RWY) 17 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 and GPS SIAP to RWY 17 at Olney Municipal Airport, Olney, 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 23647). 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. 97-19686 Filed 7-24-97; 8:45 am]

BILLING CODE 4910-13-M