

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-AWP-13." 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) 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 the regulatory evaluation prepared for this action is contained in the Rules Docket. 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).

The Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration amends part 71 of the Federal Aviation Regulations (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 5000 Class D airspace.

* * * * *

AWP CA D Sacramento Executive Airport, CA

Sacramento Executive Airport, CA
(Lat. 38°30'45" N, long. 121°29'37" W)
Sacramento VORTAC
(Lat. 38°26'37" N, long. 121°33'06" W)
Sacramento McClellan AFB, CA
(Lat. 38°40'04" N, long. 121°24'02" W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.3-mile radius of Sacramento Executive Airport and within 1.8 miles each side of the Sacramento VORTAC 032° radial, extending from the 4.3-mile radius southwest to the VORTAC and that airspace northeast of the Sacramento Executive Airport, from the Sacramento VORTAC 022° radial clockwise to the Sacramento VORTAC 064° radial extending from the Sacramento Executive Airport 4.3-mile radius to the Sacramento Executive Airport 5.8-mile radius excluding the airspace within the Sacramento McClellan AFB, CA, and the Sacramento International Airport, CA, Class C airspace areas. This Class D 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.

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Paragraph 6002 Class E airspace areas designated as a surface area for an airport.

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AWP CA E2 Sacramento Executive Airport, CA

Sacramento Executive Airport, CA
(Lat. 38°30'45" N, long. 121°29'37" W)
Sacramento VORTAC
(Lat. 38°26'37" N, long. 121°33'06" W)
Sacramento McClellan AFB, CA
(Lat. 38°40'04" N, long. 121°24'02" W)

Within a 4.3-mile radius of Sacramento Executive Airport and within 1.8 miles each side of the Sacramento VORTAC 032° radial, extending from the 4.3-mile radius southwest to the VORTAC and that airspace northeast of the Sacramento Executive Airport, from the Sacramento VORTAC 022° radial clockwise to the Sacramento VORTAC 064° radial extending from the Sacramento Executive Airport 4.3-mile radius to the Sacramento Executive Airport 5.8-mile radius excluding the airspace within the Sacramento McClellan AFB, CA, and the Sacramento International Airport, CA, Class C airspace areas. 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.

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Paragraph 6003 Class E airspace areas designated as an extension to a Class C surface area.

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AWP CA E3 Sacramento International Airport, CA

Sacramento International Airport, CA
(Lat. 38°41'44" N, long. 121°35'27" W)

That airspace extending upward from the surface within 2.2 miles each side of the Runway 16R/34L localizer south course, extending from the 5-mile radius of Sacramento International Airport to 5.2 miles south of the airport and that airspace within 2.2 miles each side of the Runway 16L/34R localizer north course, extending from the airport to 5.2 miles north of the airport.

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Issued in Los Angeles, California, on February 28, 1997.

Michael Lammes,

*Acting Manager, Air Traffic Division,
Western-Pacific Region.*

[FR Doc. 97-7456 Filed 3-25-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ASW-09]

Revision of Class E Airspace; Pauls Valley, OK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Pauls Valley, OK. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 35 at Pauls Valley Municipal Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the GPS SIAP to RWY 35 at Pauls Valley Municipal Airport, Pauls Valley, OK.

EFFECTIVE DATE: 0901 UTC, May 22, 1997.

FOR FURTHER INFORMATION CONTACT:

Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

History

On June 19, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Pauls Valley, OK, was published in the **Federal Register** (61 FR 31069). A GPS SIAP to RWY 35 developed for Pauls Valley Municipal Airport, Pauls Valley, OK, requires the revision of the Class E airspace at this airport. The proposal was to revise the controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the en route 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 to the proposal were received. However, the proposal was published with incorrect coordinates for the location of the Pauls Valley Municipal Airport. The correct coordinates for the airport are Lat. 34°42'40"N, Long. 097°13'24"W. Also, the proposal was published with incorrect coordinates for the location of the Pauls Valley Nondirectional Beacon (NDB). The correct coordinates for the NDB are Lat. 34°42'55"N, long. 097°13'45"W. The description of the Class E airspace in this rule has been revised to reflect this change. The FAA has determined that these are editorial changes and will not increase the scope of this rule. Except for these non-substantive, editorial changes, the rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL 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 E 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) amends the Class E airspace located at Pauls Valley Municipal Airport, Pauls Valley, OK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS SIAP to RWY 35.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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 routing 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. 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 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.

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ASW OK E5 Pauls Valley, OK [Revised]

Pauls Valley Municipal Airport, OK
(Lat. 34°42'40"N., long. 97°13'24"W.)
Pauls Valley NDB
(Lat. 34°42'55"N., long. 97°13'45"W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Pauls Valley Municipal Airport and within 2.6 miles each side of the 169° bearing from the Pauls Valley NDB extending from the 6.6-mile radius to 7.6 miles south of the airport.

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Issued in Fort Worth, TX, on March 19, 1997.

Albert L. Viselli,

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

[FR Doc. 97-7671 Filed 3-25-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ASW-12]

Revision of Class E Airspace; Clinton, OK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Clinton, OK. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 35 at Clinton Municipal Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the GPS SIAP to RWY 35 at Clinton Municipal Airport, Clinton, OK. **EFFECTIVE DATE:** 0901 UTC, May 22, 1997.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

History

On June 19, 1996, a proposal to amend part 71 of the Federal Aviation Administration (14 CFR part 71) to revise the Class E airspace at Clinton, OK, was published in the **Federal Register** (61 FR 31064). A GPS SIAP to RWY 35 developed for Clinton Municipal Airport, Clinton, OK, requires the revision of the Class E airspace at this airport. The proposal was to revise the controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning 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 to the proposal were received. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL 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