

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 routine 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 5000: Class D airspace areas.*

\* \* \* \* \*

#### ASW TX D McKinney, TX [New]

McKinney, McKinney Municipal Airport, TX (Lat. 33°10'50"N., long. 095°35'26"W.)

That airspace extending upward from the surface to and including 2,900 feet MSL within a 4.0-mile radius of McKinney Municipal Airport. This Class D airspace 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 Director.

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

**Albert L. Viselli,**

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

[FR Doc. 97-7668 Filed 3-25-97; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Docket No. 97-AWP-13]

#### Revision of Class D and E Airspace; Sacramento, CA

**AGENCY:** Federal Aviation Administration, DOT.

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

**SUMMARY:** This action will change several airspace legal descriptions to reflect the name change of the Sacramento International Airport. The 1996 name change of the Sacramento Metropolitan Airport to Sacramento International Airport has made this action necessary. The intended effect of this action is to replace all references to Sacramento Metropolitan Airport with Sacramento International Airport.

**DATES:** *Effective date:* 0901 UTC, July 17, 1997. *Comment date:* Comments for inclusion in the Rules Docket must be received on or before May 1, 1997.

**ADDRESSES:** Send comments on the direct final rule in triplicate to: Federal Aviation Administration, Attn: Manager, Operations Branch, AWP-530, Docket No. 97-AWP-13, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business at the Office of the Manager, Operations Branch, Air Traffic Division at the above address.

**FOR FURTHER INFORMATION CONTACT:** William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6556.

**SUPPLEMENTARY INFORMATION:** This action will change several airspace legal descriptions to reflect the name change of the Sacramento International Airport. The 1996 name change of the Sacramento Metropolitan Airport to Sacramento International Airport has made this action necessary. The intended effect of this action is to replace all references to Sacramento Metropolitan Airport with Sacramento International Airport. Class D airspace areas are published in Paragraph 5000 and Class E airspace areas are published in Paragraph 6002 and Paragraph 6003

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 D and E airspace designation listed in this document would be published subsequently in this 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. This action changes several airspace legal descriptions to reflect the name change of the Sacramento International Airport. The intended effect of this action is to replace all references to Sacramento Metropolitan Airport with Sacramento International Airport. 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 would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy 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-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.

\* \* \* \* \*

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

\* \* \* \* \*

#### 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.

\* \* \* \* \*

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

\* \* \* \* \*

#### 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.

\* \* \* \* \*

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.