

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 November 1, 1997. No adverse comments were received, and thus this document confirms that the final rule will become effective on that date.

Issued in Seattle, Washington, on September 9, 1997.

Glenn A. Adams III,

*Assistant Manager, Air Traffic Division,
Northwest Mountain Region.*

[FR Doc. 97-27395 Filed 10-16-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AGL-26]

Modification of Class E Airspace; French Lick, IN

AGENCY: Federal Agency Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace at French Lick, IN. A Nondirectional Beacon (NDB) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 8 has been developed for French Lick Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action adds a southwest extension to the existing controlled airspace. The intended effect of this action is to provide segregation of aircraft using instrument approach procedures in instrument conditions from other aircraft operating in visual weather conditions.

EFFECTIVE DATE: 0901 UTC, January 1, 1998.

FOR FURTHER INFORMATION CONTACT:

Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Agency Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On Friday, July 25, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify Class E airspace at French Lick, IN (62 FR 39978). The proposal was to add controlled airspace extending upward from 700 to 1200 feet AGL to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments.

Interested parties were invited to participate in this rule proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. One comment supporting the proposal was received. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth 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 Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) modifies Class E airspace at French Lick, IN, to accommodate aircraft executing the NDB RWY 8 SIAP at French Lick Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet AGL is needed to contain aircraft executing the approach. The area will be depicted on appropriate aeronautical charts.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, 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) 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 Agency Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

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 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.

* * * * *

AGL IN E5 French Lick, IN [Revised]

French Lick Municipal Airport, IN
(Lat. 38°30'22" N, long. 86°38'13" W)
Oranj NDB
(Lat. 38°31'40" N, long. 86°31'40" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the French Lick Municipal Airport, and within 5.9 mile either side of the 255° bearing from the Oranj NDB extending from the 6.5-mile radius area to 6.9 miles southwest of the airport.

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Issued in Des Plaines, Illinois on September 15, 1997.

Maureen Woods,

Manager, Air Traffic Division.

[FR Doc. 97-27393 Filed 10-16-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. 97-ACE-13]

Amendment to Class E Airspace, Vinton, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends the Class E airspace area at Vinton Veterans Memorial Airpark, Vinton, IA. The FAA has developed Standard Instrument

Approach Procedures (SIAPs) to Runway (RWY) 9 and RWY 27 based on the Global Positioning System (GPS) to serve the Vinton Veterans Memorial Airpark, Vinton, IA. The intended effect of this action is to provide additional controlled airspace extending upward from 700 feet Above Ground level (AGL) to accommodate these SIAPs and to provide segregation for aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual weather conditions at the Vinton Veterans Memorial Airpark.

DATES: *Effective date.* 0901 UTC, February 26, 1998. *Comment date.* Comments must be received on or before November 15, 1997.

ADDRESSES: Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE-520, Federal Aviation Administration, Docket Number 97-ACE-13, 601 East 12th St., Kansas City, MO 64106.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Central Region at the same address 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 in the Air Traffic Division at the same address listed above.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: The FAA has developed SIAPs utilizing the GPS to serve the Vinton Veterans Memorial Airpark, Vinton, IA. The amendment to Class E airspace at Vinton Veterans Memorial Airpark, IA, is necessary to provide additional controlled airspace at and above 700 feet AGL to contain the new SIAPs within controlled airspace and thereby facilitate separation of aircraft operating under instrument flight rules (IFR). The area will be depicted on appropriate aeronautical charts. Class E airspace areas extending from 700 feet or more above the surface of the earth 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 actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower altitudes, especially during inclement weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. 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-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 data 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-ACE-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.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air)

Adoption of the Amendment

Accordingly, the Federal Aviation Administration amends Part 71 of the Federal Aviation Regulations (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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ACE IA E5 Vinton, IA [Revised]

Vinton Veterans Memorial Airpark, IA
(Lat. 42°13'03" N., long 92°01'44" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Vinton Veterans Memorial Airpark.

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Issued in Kansas City, MO, on August 29, 1997.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 97-27380 Filed 10-16-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AEA-18]

Establishment of Class E Airspace; Marion, VA; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the airspace description of a final rule that was published in the **Federal Register** on May 23, 1997 (62 FR 28335), Airspace Docket No. 97-AEA-18. The final rule established Class E airspace at Marion, VA.

EFFECTIVE DATE: October 17, 1997.

FOR FURTHER INFORMATION CONTACT:

Michael J. Sammartino, Air Traffic Division, Operations Branch, AEA-530, Federal Aviation Administration, Federal Building, #111, John F. Kennedy Int'l Airport, Jamaica, NY 11430; telephone: (718) 553-4530.

SUPPLEMENTARY INFORMATION:

History

Federal Register document 97-13581, Airspace Docket 97-AEA-18, published on May 23, 1997 (62 FR 28335), established the Class E airspace at Marion, VA. An error was discovered in the coordinates of the airspace description. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace description for the Marion, VA, Class E airspace area, incorporated by reference in § 71.1, as published in the **Federal Register** on May 23, 1997 (62 FR 28335), (**Federal Register** Document 97-13581) is corrected as follows:

§ 71.1 [Corrected]

On page 28336, column 1, the airspace description for Marion, VA, is corrected to read as follows:

* * * * *

AEA VA E5 Marion, VA [Corrected]

Mountain Empire Airport,
Marion/Wytheville, VA
(Lat. 36°53'41" N., long 81°21'00" W.)

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Mountain Empire Airport and within 8 miles north and 4 miles south of the 073° bearing from the airport extending from the 10-mile radius to 16 miles northeast of the airport.

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Issued in Jamaica, New York, on September 16, 1997.

Franklin D. Hatfield,

Manager, Air Traffic Division, Eastern Region.

[FR Doc. 97-27396 Filed 10-16-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AEA-002]

Establishment of Class E Airspace; East Butler, PA; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the airspace description of a final rule that was published in the **Federal Register** on May 23, 1997, Airspace Docket No. 96-AEA-002. The final rule established Class E airspace at East Butler, PA.

EFFECTIVE DATE: October 17, 1997.

FOR FURTHER INFORMATION CONTACT:

Michael J. Sammartino, Air Traffic Division, Operations Branch, AEA-530, Federal Aviation Administration, Federal Building #111, John F. Kennedy Int'l Airport, Jamaica, NY 11430; telephone: (718) 553-4530.

SUPPLEMENTARY INFORMATION:

History

Federal Register document 97-13585, Airspace Docket 97-AEA-002,

published on May 23, 1997 (62 FR 28333), established the Class E airspace at East Butler, PA. An error was discovered in the airport name in the airspace description exclusion areas. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace description for the East Butler Class E airspace area, incorporated by reference in § 71.1, as published in the **Federal Register** on May 23, 1997 (62 FR 28333), (**Federal Register** Document 97-13585) is corrected as follows:

§ 71.1 [Corrected]

On page 28334, column 1, the airspace description for East Butler, PA, is corrected to read as follows:

* * * * *

AEA PA E5 East Butler, PA [Corrected]

Butler Memorial Hospital Heliport, PA

Point In Space Coordinates

(Lat. 40°51'19" N., long. 79°51'51" W.)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Point In Space serving Butler Memorial Hospital Heliport, excluding that portion that coincides with the Butler, PA, Class E airspace area.

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Issued in Jamaica, New York, on September 16, 1997.

Franklin D. Hatfield,

Manager, Air Traffic Division, Eastern Region.

[FR Doc. 97-27502 Filed 10-16-97; 8:45 am]

BILLING CODE 4910-13-M

SECURITIES AND EXCHANGE COMMISSION

17 CFR Parts 230 and 240

[Release Nos. 33-7470 and 34-39227; S7-26-96]

[International Series Release No. 1103]

RIN 3235-AG85

Offshore Press Conferences, Meetings with Company Representatives Conducted Offshore and Press-Related Materials Released Offshore

AGENCY: Securities and Exchange Commission.

ACTION: Final Rules.

SUMMARY: The Commission is adopting two safe harbors designed to facilitate U.S. press access to offshore press activities. The two safe harbors will clarify the conditions under which journalists may be provided access to offshore press conferences, offshore meetings and press materials released offshore, in which a present or proposed