

**14 CFR Part 71****[Airspace Docket No. 96-ANE-28]****Amendment to Class E Airspace; Lebanon, NH****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This action modifies the Class E airspace at Lebanon, NH (LEB) by removing the Class E airspace extending upward from the surface, effective during the time when the Airport Traffic Control Tower (ATCT) is not operating. This action results from the elimination of continuous weather reporting at Lebanon Municipal Airport.

**EFFECTIVE DATE:** The rule is effective on 0901 UTC, November 7, 1996.

**FOR FURTHER INFORMATION CONTACT:** Raymond Duda, Operations Branch, ANE-530.3, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: (617) 238-7533; fax (617) 238-7596.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the Federal Register on September 10, 1996 (61 FR 47672). 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 7, 1996. No adverse comments were received, and thus this notice confirms that this final rule became effective on that date.

Issued in Burlington, MA, on December 12, 1996.

David J. Hurley,

*Manager, Air Traffic Division, New England Region.*

[FR Doc. 96-32253 Filed 12-18-96; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71****[Airspace Docket No. 96-ANE-29]****Amendment to Class E Airspace; Old Town, ME****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This action revises the Class E airspace at Old Town, ME (KOLD) to provide for adequate controlled airspace for those aircraft using the new GPS RWY 12 and GPS RWY 30 Instrument Approach Procedures to Dewitt Field, Old Town Municipal Airport.

**EFFECTIVE DATE:** The rule is effective on 0901 UTC, December 5, 1996.

**FOR FURTHER INFORMATION CONTACT:** Joseph A. Bellabona, Operations Branch, ANE-530.6, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: (617) 238-7536; fax (617) 238-7596.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the Federal Register on October 24, 1996 (61 FR 55091). The FAA uses the direct final rulemaking procedures 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 December 5, 1996. No adverse comments were received, and thus this notice confirms that this final rule became effective on that date.

Issued in Burlington, MA, on December 12, 1996.

David J. Hurley,

*Manager, Air Traffic Division, New England Region.*

[FR Doc. 96-32254 Filed 12-18-96; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71****[Airspace Docket No. 96-ANE-45]****Removal of Class E Airspace; Fall River, MA****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action removes the Class E airspace area at Fall River, MA due to the closure of the Fall River Municipal Airport (KFLR) and the cancellation of the standard instrument approach procedure to that airport.

**DATES:** Effective 0901 UTC, January 30, 1997.

Comments for inclusion in the Rules Docket must be received on or before January 21, 1997.

**ADDRESSES:** Send comments on the rule to: Manager, Operations Branch, ANE-

530, Federal Aviation Administration, Docket No. 96-ANE-45, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7533; fax (617) 238-7596.

The official docket file may be examined in the Office of the Assistant Chief Counsel, New England Region, ANE-7, Room 401, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7050; fax (617) 238-7055.

An informal docket may also be examined during normal business hours in the Air Traffic Division, Room 408, by contacting the Manager, Operations Branch at the first address listed above.

**FOR FURTHER INFORMATION CONTACT:** Raymond Duda, Operations Branch, ANE-530.3, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7533; fax (617) 238-7596.

**SUPPLEMENTARY INFORMATION:** As of February 18, 1996, the City of Fall River, Massachusetts closed the Fall River Municipal Airport (KFLR) to all aviation activity, and the only standard instrument approach procedure to Fall River, the NDB RWY 24, was canceled as of August 9, 1996. Accordingly, Class E airspace at Fall River, MA is no longer required. 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 7400.9D, 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 removed 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, issues it as a direct final rule. 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. 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