

been mailed 5 days prior to receipt. If the date of facsimile transmission is unclear, the date of transmission shall be the date the facsimile transmission is received. If the filing is by personal or commercial delivery, it shall be considered filed on the date it is received by the Authority or the officer or agent designated to receive such materials.

* * * * *

10. Section 2429.22 is revised to read as follows:

§ 2429.22 Additional time after service by mail or facsimile.

Except as to the filing of an application for review of a Regional Director's Decision and Order under § 2422.31 of this subchapter, whenever a party has the right or is required to do some act pursuant to this Subchapter within a prescribed period after service of a notice or other paper upon such party, and the notice or paper is served on such party by mail or by facsimile transmission, 5 days shall be added to the prescribed period: Provided, however, that 5 days shall not be added in any instance where an extension of time has been granted.

11. Section 2429.24 is amended by revising paragraph (e) to read as follows:

§ 2429.24 Place and method of filing; acknowledgment.

* * * * *

(e) All documents filed pursuant to this section shall be filed in person, by commercial delivery, by first-class mail, or by certified mail. Provided, however, that where facsimile equipment is available, motions; information pertaining to prehearing disclosure, conferences, orders, or hearing dates, times, and locations; information pertaining to § 2429.7; and other similar matters may be filed by facsimile transmission, provided that the document filed does not exceed 5 pages in total length.

* * * * *

12. Section 2429.25 is revised to read as follows:

§ 2429.25 Number of copies and paper size.

Unless otherwise provided by the Authority or the General Counsel, or their designated representatives, as appropriate, or under this Subchapter, and with the exception of any prescribed forms, any document or paper filed with the Authority, General Counsel, Administrative Law Judge, Regional Director, or Hearing Officer, as appropriate, under this Subchapter, together with any enclosure filed therewith, shall be submitted on 8½ ×

11 inch size paper in an original and four (4) legible copies. Where facsimile filing is permitted pursuant to § 2924.24(e), one (1) legible copy, capable of reproduction, shall be sufficient. A clean copy capable of being used as an original for purposes such as further reproduction may be substituted for the original.

13. Section 2429.27 is amended by revising paragraphs (b) and (d) to read as follows:

§ 2429.27 Service; statement of service.

* * * * *

(b) Service of any document or paper under this Subchapter, by any party, including documents and papers served by one party on another, shall be accomplished by certified mail, first-class mail, or in person. Where facsimile equipment is available, service by facsimile of documents described in § 2429.24(e) is permissible.

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(d) The date of service or date served shall be the day when the matter served is deposited in the U.S. mail, delivered in person, or, in the case of facsimile transmissions, the date of transmission.

Dated: May 20, 1997.

Solly Thomas,

Executive Director, Federal Labor Relations Authority.

[FR Doc. 97-13661 Filed 5-22-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. 96-ASW-08]

**Proposed Revision of Class E
Airspace; Carlisle, AR**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: This action withdraws a Notice of Proposed Rulemaking (NPRM) that proposed to revise the Class E airspace at Carlisle, AR. The proposal was to revise the controlled airspace extending upward from 700 feet above the ground (AGL) needed to contain aircraft executing a Global Positioning System (GPS) standard instrument approach procedure (SIAP) to Runway (RWY) 09 at Carlisle Municipal Airport. The NPRM was published with errors in the description of the airspace required to provide adequate controlled airspace for aircraft executing this approach. Therefore, the proposal is withdrawn.

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

SUPPLEMENTARY INFORMATION: On June 18, 1996, an NPRM was published in the **Federal Register** (61 FR 30842) to revise the Class E airspace at Carlisle, AR. The intended effect of the proposal was to provide adequate Class E airspace to contain aircraft executing the GPS SIAP to RWY 09 at Carlisle Municipal Airport, Carlisle, AR. After publication of the NPRM, errors were found in the description of the proposed airspace. Accordingly, the proposed rule is withdrawn.

List of Subjects in 14 CFR Part 71

Airspace, Navigation (air).

Withdrawal of Proposed Rule

Accordingly, pursuant to the authority delegated to me, Airspace Docket No. 96-ASW-08, as published in the **Federal Register** on June 18, 1996 (61 FR 30842), is withdrawn.

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.

Issued in Fort Worth, TX on May 12, 1997.

Albert L. Viselli,

Manager, Air Traffic Division, Southwest Region.

[FR Doc. 97-13567 Filed 5-22-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AEA-24]

**Proposed Amendment to Class E
Airspace; Lewisburg, WV**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend the Class E airspace area at Lewisburg, WV. The development of new Standard Instrument Approach Procedures (SIAP) at the Greenbrier Valley Airport based on the Global Positioning System (GPS) and VHF Omnidirectional Radio Range (VOR) has made this proposal necessary. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate these SIAPs and for instrument flight rules (IFR) operations at the airport.