Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193–0520, telephone: 817–222–5593.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on December 5, 1997 (62 FR 64271). 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 February 26, 1998. No adverse comments were received, and thus this action confirms that this direct final rule will be effective on that date.

Issued in Fort Worth, TX, on January 21, 1998.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

[FR Doc. 98–2402 Filed 1–30–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–ASW–16]

Establishment of Class E Airspace; Encino, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This notice confirms the effective date of a direct final rule which establishes Class E airspace at Encino, TX.

EFFECTIVE DATE: The direct final rule published at 62 FR 64272 is effective 0901 UTC, February 26, 1998.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193–0520, telephone: 817–222–5593.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on December 5, 1997 (62 FR 64272). 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 February 26, 1998. No adverse comments were received, and thus this action confirms that this direct final rule will be effective on that date.

Issued in Fort Worth, TX, on January 21, 1998.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

[FR Doc. 98–2401 Filed 1–30–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–AGL–42]

Modification of Class D and Class E Airspace, and Removal of Class E Airspace; Belleville, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class D and Class E airspace and removes Class E airspace at Belleville, IL. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway 14R, a GPS SIAP to Runway 14L, a GPS SIAP to Runway 32R, a GPS SIAP to Runway 32L, an Instrument Landing System (ILS) SIAP to Runway 14R, a HI–ILS SIAP to Runway 14R, a HI–ILS SIAP to Runway 32L, an ILS SIAP to Runway 32L, an ILS SIAP to Runway 32R, a Nondirectional Radio Beacon (NDB) SIAP to Runway 32R, an NDB SIAP to Runway 32L, a Tactical Air Navigation (TACAN) SIAP to Runway 32L, a TACAN SIAP to Runway 14R, a HI–TACAN SIAP to Runway 14R, a HI–TACAN SIAP to Runway 32L, and a TACAN–A SIAP have been developed for Scott AFB/MidAmerica Airport. Controlled airspace extending upward from the surface is needed to contain aircraft executing these approaches. This action increases the radius of the existing Class D airspace, decreases the radius of the exiting Class E airspace, and adds an extension to the northwest of the existing Class E airspace. This action also removes the existing Class E airspace designated as an extension to the existing Class D airspace. Finally,

this action changes the name of the airport from MidAmerica Airport to Scott AFB/MidAmerica Airport.

EFFECTIVE DATE: 0901 UTC, April 23, 1998.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL–520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294–7568.

SUPPLEMENTARY INFORMATION:

History

On Friday, September 19, 1997, the FAA proposed to amend 14 CFR part 71 to modify Class D and Class E airspace, and remove Class E airspace at Belleville, IL (62 FR 49180). The proposal was to add controlled airspace extending upward from the surface 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. The proposal was also to remove existing controlled airspace no longer required.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class D airspace designations are published in paragraph 5000, Class E airspace areas designated an extension to a Class D or Class E surface area are published in paragraph 6004, and Class E airspace designations 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 D and Class E airspace designations listed in this document will be published subsequently in the Order, and the Class E airspace designation listed in this document will be removed subsequently from the Order.

The Rule

This amendment to 14 CFR part 71 modifies Class D and Class E airspace and removes Class E airspace at Belleville, IL. This action provides adequate Class D and Class E airspace for aircraft executing the GPS SIAP to Runway 14R, the GPS SIAP to Runway 14L, the GPS SIAP to Runway 32R, the GPS SIAP to Runway 32L, the ILS SIAP to Runway 14R, the HI–ILS SIAP to Runway 14R, the HI–ILS SIAP to Runway 32L, the ILS SIAP to Runway 32L, the ILS SIAP to Runway 32R, the NDB SIAP to Runway 32R, the NDB