

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.

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Issued in Seattle, Washington, on March 7, 2008.

**Kevin Nolan,**

*Acting Manager, System Support Group,  
Western Service Area.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2008-0211; Airspace  
Docket No. 08-AWP-3]

RIN 2120-AA66

#### Proposed Establishment of Class D Airspace; San Bernardino International Airport, San Bernardino, CA

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to establish Class D airspace at San Bernardino International Airport, San Bernardino, CA. A contract Airport Traffic Control Tower (ATCT) is being established at San Bernardino International Airport, San Bernardino, CA, which will meet criteria for Class D airspace. Class D airspace is recommended when the ATCT is open to contain and protect Standard Instrument Approach Procedures (SIAPs) and other Instrument Flight Rules (IFR) operations at the airport. This action would establish Class D airspace extending upward from the surface to but not including 2,700 feet Mean Sea Level (MSL) within a 4.5 nautical mile radius of the airport.

**DATES:** Comments must be received on or before April 14, 2008.

**ADDRESSES:** Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2008-0211/Airspace Docket No. 08-AWP-3, at the beginning of your comments. You may also submit comments on the Internet at <http://dms.dot.gov>. You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m.,

Monday through Friday, except Federal holidays. The Docket Office (telephone 1-800-647-5527) is on the plaza level of the Department of Transportation NASSIF Building at the above address.

An informal docket may also be examined during normal business hours at the office of the Manager, System Support Group, Western Service Center, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98057.

**FOR FURTHER INFORMATION CONTACT:**

Larry Tonish, System Support Group, Western Service Center, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203-4532.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify both docket numbers and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2008-0211/Airspace Docket No. 08-AWP-3." The postcard will be date/time stamped and returned to the commenter. All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

**Availability of NPRMs**

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at <http://www.faa.gov> or the Superintendent of Document's Web page at <http://www.access.gpo.gov/nara>. Additionally, any person may obtain a copy of this notice by submitting a

request to the Federal Aviation Administration, Office of System Operations Airspace and AIM, AJR-3, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-8783. Communications must identify both docket numbers for this notice. Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267-9677, to request a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

**The Proposal**

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class D airspace at San Bernardino International Airport, San Bernardino, CA. An ATCT is being contracted at San Bernardino International Airport, and Class D airspace is recommended during the hours the ATCT is open. Class D controlled airspace is necessary for the safety of aircraft executing SIAPs and other IFR operations at San Bernardino International Airport. Class D airspace will be effective during specified dates and times established in advance by a Notice to Airmen. The effective date and time will, thereafter, be published in the Airport/Facility Directory.

Class D airspace designations for airspace areas extending upward from the surface of the earth are published in Paragraph 5000 of FAA Order 7400.9R, signed August 15, 2007, and effective September 15, 2007, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary 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, when promulgated, 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).

**The Proposed Amendment**

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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., 389.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9R, Airspace Designations and Reporting Points, signed August 15, 2007, and effective September 15, 2007, is amended as follows:

*Paragraph 5000 Class D Airspace.*

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**AWP CA D San Bernardino International Airport, San Bernardino, CA [NEW]**

San Bernardino International Airport, San Bernardino, CA

(Lat. 34°05'43" N, long. 117°14'06" W)

Redlands Muni Airport, Redlands, CA

(Lat. 34°05'07" N, long. 117°08'47" W)

That airspace extending upward from the surface to but not including 2,700 feet MSL within a 4.5-mile radius of San Bernardino International Airport excluding that airspace within 1 mile radius of Redlands Muni Airport. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Seattle, Washington, on March 5, 2008.

**Kevin Nolan,**

*Acting Manager, System Support Group,  
Western Service Center.*

[FR Doc. E8–4941 Filed 3–13–08; 8:45 am]

**BILLING CODE 4910–13–P**

**POSTAL SERVICE****39 CFR Part 111****Letter-Size Booklets and Folded Self-Mailers**

**AGENCY:** Postal Service.

**ACTION:** Advance notice of proposed rulemaking.

**SUMMARY:** The Postal Service is developing new mailing standards for folded self-mailers, booklets, and folded booklets mailed at automation and machinable letter prices. This notice provides advance information about the mail preparation changes to help mailers plan for future mailings.

**DATES:** We must receive your comments on or before April 14, 2008.

**ADDRESSES:** Mail or deliver written comments to the Manager, Mailing Standards, U.S. Postal Service, 475 L'Enfant Plaza, SW., Room 3436, Washington, DC 20260–3436. You may inspect and photocopy all written comments at USPS Headquarters Library, 475 L'Enfant Plaza, SW., 11th Floor N, Washington, DC between 9 a.m. and 4 p.m., Monday through Friday.

**FOR FURTHER INFORMATION CONTACT:** Barry Walsh, 202–268–7595, or Bill Chatfield, 202–268–7278.

**SUPPLEMENTARY INFORMATION:****Background**

Due to the price increases associated with mailing flat-size catalogs last year, letter-size catalogs have become more popular. These types of letter-size booklets and folded self-mailers are often called “slim jims.” Unfortunately, many slim jims will jam letter automation equipment or become significantly damaged during processing. To avoid these problems, slim jims often are run on flat-sorting equipment, where they process without significant problems, but at significantly greater cost. To rectify this situation, the Postal Service is developing new automation mail preparation standards for letter-size booklets and folded self-mailers that more accurately characterize which pieces can be run on our primary letter-sorting equipment.

In addition, we have observed an increase in untabbed booklets that are entered at machinable (nonautomation) prices. Many of these booklets cannot run on our primary letter-sorting equipment, even if tabbed. Our new mail preparation standards will better align the machinable and automation requirements and outline new tabbing requirements for efficient letter mail processing.

**Mailpiece Testing**

Letters processed on our primary letter-sorting equipment travel around turns and through gates at the rate of 10 letters per second. In this environment, the physical behavior of booklets and folded self-mailers differs significantly

from enveloped pieces due to a number of physical characteristics. We consulted widely with mailers, printers, manufacturers, and USPS field processing operations to determine the physical characteristics that were most likely to be both important in processing and compatible with industry practices. The characteristics chosen for testing were: Size, thickness, cover stock, tab style, tab strength, tab location, and binding (either stapled on a single fold; stapled and folded twice; or folded twice and unstapled—a folded self-mailer).

The USPS Engineering department designed testing in two phases, with the first phase intended to determine the characteristics of a mailpiece that are most important for efficient processing. In this first phase, test pieces were intermixed with enveloped letters to replicate normal postal processing. Damaged pieces were removed between runs, and we compiled statistics on jams and damage. A second phase will determine and verify the specific limits on each characteristic for automation-compatible booklets and folded self-mailers. In this notice, we report the results of the first phase to provide mailers with the earliest possible test results and opportunity to comment.

**Preliminary Data**

The first phase of testing revealed that the most important characteristics by far are thickness and tab integrity, and that each of these characteristics is independently important. The next most significant characteristic is the cover stock.

**Thickness**

We tested two mailpiece thicknesses:  $\frac{1}{16}$  inch and  $\frac{1}{8}$  inch. As long as the tabs remained in place and did not break, the  $\frac{1}{16}$ -inch-thick pieces ran with jam and damage rates somewhat higher than the rates anticipated for similar enveloped letters. The  $\frac{1}{8}$ -inch-thick pieces sustained unacceptable rates of jams and damage throughout the range of all characteristics tested.

**Tabs**

We tested 1-inch paper tabs, both perforated and nonperforated, with three paper strengths—28/30, 42/45, and 56/60 (inline/cross directions). The perforated tabs were 2.5/2.5/3.9 (2.5 mm perforation/alternating with 2.5 mm of uncut material/with a perforation starting 3.9 mm from each edge). We also tested 1-inch plastic tabs with two levels of perforation—2/1/1 and 2.5/3/3. The weaker variety (2/1/1) of plastic tab broke readily in processing, yielding unacceptable levels of jams and damage.