

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 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 14 CFR part 71 establishes Class E airspace at Cooperstown, ND, to accommodate aircraft executing the GPS Rwy 13 SIAP, the GPS Rwy 31 SIAP, and IFR operations at Cooperstown Municipal Airport by establishing controlled airspace at and nearby the airport. The areas 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 Aviation Administration amends 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 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 ND E5 Cooperstown, ND [New]

Cooperstown Municipal Airport, ND
(Lat. 47° 25' 22"N, long. 98° 06' 21"W)
Devils Lake VORTAC
(Lat. 48° 06' 55"N, long. 98° 54' 45"W)
Grand Forks Air Force Base, ND
(Lat. 47° 57' 40"N, long. 97° 24' 04"W)
Valley City Barnes County Municipal Airport, ND
(Lat. 46° 56' 28"N, long. 98° 01' 03"W)
Jamestown VOR/DME
(Lat. 46° 55' 58"N, long. 98° 40' 44"W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Cooperstown Municipal Airport and that airspace extending upward from 1,200 feet above the surface within an area bounded on the east by longitude 97° 49' 30"W, on the south by the 7.9-mile radius of the Valley City Barnes County Municipal Airport and by V2–510, on the southwest by the 16.5-mile radius of the Jamestown VOR–DME, and on the west by V561; that airspace bounded on the northwest by the 34.0-mile arc of the Grand Forks Air Force Base, on the east by V561, on the southwest by the 16.5-mile radius of the Jamestown VOR/DME and V170, and on the west by V55; and that airspace bounded on the north by V430, on the west by the 34.0-mile arc of the Grand Forks Air Force Base, on the south by V55, on the west by V170, and on the northwest by the 22.0-mile radius of the Devils Lake VORTAC.

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Issued in Des Plaines, Illinois on February 24, 1998.

Maureen Woods,

Manager, Air Traffic Division

[FR Doc. 98–6408 Filed 3–11–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

14 CFR Part 71

[Airspace Docket No. 97–AGL–51]

Establishment of Class E Airspace; Friendship (Adams), WI; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects two errors in the legal description of a final rule that was published in the **Federal Register** on February 13, 1998 (63 FR

7283), Airspace Docket No. 97–AGL–51. The final rule established Class E airspace at Friendship (Adams), WI. **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, IL 60018, telephone: (847) 294–7477.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 98–3734, Airspace Docket No. 97–AGL–51, published on February 13, 1998 (63 FR 7283) established the Class E airspace area at Friendship (Adams), WI, and Adams County Legion Field Airport, WI. Two errors were discovered in the legal description for the Adams County Legion Field Airport. This action corrects those errors.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the legal description of the Class E airspace area Adams County Legion Field Airport, WI, as published in the **Federal Register** February 13, 1998 (63 FR 7283), (FR doc. 98–3734), is corrected as follows:

PART 71—[CORRECTED]

§ 71.1 [Corrected]

AGL WI E5 Friendship (Adams), WI [Corrected]

On page 7284, in the Class E airspace designation for Adams County Legion Field Airport incorporated by reference in § 71.1, correct the spelling of “Frienship” to “Friendship”, and correct the latitude, longitude for Adams County Legion Field Airport from “(lat. 43°57'40" N, long. 89°47'17" W)” to “(lat. 43°57'45" N, long. 89°47' 26" W)”.

Issued in Des Plaines, IL on February 24, 1998.

Maureen Woods,

Manager, Air Traffic Division, Great Lakes Region.

[FR Doc. 98–6409 Filed 3–11–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–ACE–29]

Amendment to Class E Airspace; Alliance, NE

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; withdrawal.

SUMMARY: This action withdraws the Direct Final Rule amending the Class E airspace designations at Alliance, NE. The Direct Final Rule is being withdrawn due to the delay in installation of the Nondirectional Radio Beacon (NDB) to serve the Alliance Municipal Airport, NE.

FOR FURTHER INFORMATION CONTACT:

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

SUPPLEMENTARY INFORMATION:

The Direct Final Rule

On February 17, 1998, a Direct Final Rule was published in the **Federal Register** to amend the Class E airspace designations at Alliance, NE. The airspace was enlarged to accommodate the proposed NDB Standard Instrument Approach Procedures (SIAPs) to Runway (RWY) 12 and RWY 30. The FAA has encountered a delay in the installation of the new NDB, therefore it is necessary to withdraw the Direct Final Rule until installation of the NDB is complete.

Conclusion

In consideration of the aforementioned installation delay, action is being taken to withdraw the Direct Final Rule until such time the NDB is installed.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Withdrawal of the Direct Final Rule

Accordingly, pursuant to the authority delegated to me, Airspace Docket No. 97-ACE-29, as published in the **Federal Register** on February 17, 1998 (63 FR 7698), is hereby withdrawn.

Issued in Kansas City, MO, on February 25, 1998.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-6322 Filed 3-11-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29159; Amdt. No. 1856]

RIN 2120-AA65

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matter incorporated by reference in the amendment is as follows:

For Examination—1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

For Purchase—Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, US Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT:

Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards

Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction of charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

The Rule

This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAM for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been cancelled.

The FDC/P NOTAMs for the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected