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Dated: May 29, 1998.

By the Board of Directors of the Federal Housing Finance Board.

Bruce A. Morrison,
Chairperson.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AWP-11]

Modification of Class E Airspace; Ukiah, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class E airspace area at Ukiah, CA, by lowering a portion of the base of controlled airspace from 9,500 feet mean sea level, (MSL) to 1,200 feet above ground level (AGL). This action is due to the establishment of a new federal airway (V-607) between Mendocino and Arcata, CA. The airway will have a minimum enroute altitude of 9,000 feet MSL. The intended effect of this action is to provide adequate controlled airspace extending upward from 1200 feet or more above the surface of the earth to contain aircraft flying V-607 between Mendocino and Arcata, CA.

EFFECTIVE DATE: 0901 UTC October 8, 1998.

FOR FURTHER INFORMATION CONTACT: Larry Tonish, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6539.

SUPPLEMENTARY INFORMATION:

History

On May 1, 1998, the FAA proposed to amend 14 CFR part 71 by modifying the Class E airspace area at Ukiah, Ca (63 FR

24140). Additional controlled airspace extending upward from 1200 feet above the surface is needed to contain IFR aircraft flying V-607 between Mendocino and Arcata, CA.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations for airspace extending from 1200 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 modifies the Class E airspace area at Ukiah, CA. The establishment of federal airway V-607 has made this action necessary. The effect of this action will provide adequate airspace needed to contain IFR aircraft flying V-607 between Mendocino and Arcata, CA.

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; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR 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; 14 CFR 11.69.

§ 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 1200 feet or more above the surface of the earth.

* * * * *

AWP CA E5 UKIAH, CA [Revised]

Ukiah Municipal Airport, CA
(lat. 39°07'34" N, long. 123°12'03" W)
Fortuna VORTAC (lat. 40°40'17" N, long. 124°14'04" W)
Mendocino VORTAC (lat. 39°03'12" N, long. 123°16'27" W)
Red Bluff VORTAC (lat. 40°05'56" N, long. 122°14'11" W)

That airspace extending upward from 1,200 feet above the surface within a 17.4 mile radius of the Mendocino VORTAC, excluding that airspace east of the western edge of V25 and that airspace bounded by a line from lat. 39°32'00" N, long 123°33'14" W; to lat. 39°32'00" N, long 123°11'34" W; to lat. 39°21'37" N, long. 123°04'54" W; to lat. 39°19'07" N, long. 123°07'22" W, thence counterclockwise via the 17.4 mile radius of the Mendocino VORTAC to lat. 39°19'04" N, long. 123°25'40" W; to lat. 39°32'00" N, long. 123°33'14" W. That airspace extending upward from 7,500 feet MSL south of the Red Bluff VORTAC between the 20.9- and 39.9-mile arcs of the Red Bluff VORTAC bounded on the northwest by the

northwest edge of V-199 and on the southeast by the southeast edge of V-25. That airspace extending upward from 8,500 feet MSL south of the Red Bluff VORTAC bounded on the northeast by a 39.1-mile arc of the Red Bluff VORTAC, on the southeast by the southeast edge of V-25, on the south and southwest by the north edge of V-200 and a 17.4-mile arc of the Mendocino VORTAC, and on the northwest by the northwest edge of V-199. That airspace extending upward from 9,500 feet MSL bounded on the southeast by the northwest edge of V-199 to lat. 39°21'37" N, long. 123°04'54" W; to lat. 39°32'00" N, long. 123°11'34" W; to lat. 39°32'00" N, long. 123°20'33" W, and on the west by the east edge of V-607, and on the north by a line 7.8 miles south of a parallel to the Red Bluff VORTAC 291° and Fortune VORTAC 110° radii to the 17.4-mile arc of the Red Bluff VORTAC, thence counterclockwise to the northwest edge of V-199, and that airspace bounded on the east by the western edge of V607 to lat. 39°46'40" N, long. 123°35'50" W, and on the west by the east edge of V-27 to the 24-mile radius of the Fortuna VORTAC, thence counterclockwise to the west edge of V-607. That airspace extending upward from 5,300 feet MSL bounded on the east by the southwest edge of V-27 and on the west by the west/southwest edge of V-494.

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Issued in Los Angeles, California, on June 29, 1998.

Alton D. Scott,

Acting Manager, Air Traffic Division Western-Pacific Region.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD11-98-001]

Special Local Regulations; Parker International Waterski Marathon

AGENCY: Coast Guard, DOT.

ACTION: Final Rule.

SUMMARY: The Coast Guard is amending the table of events in 33 CFR 100.1102 by adding an entry for the Parker International Waterski Marathon. The Parker International Waterski Marathon is conducted on the navigable waters of the Colorado River, beginning at Bluewater Marina in Parker, AZ, and extending approximately 10 miles south to La Paz County Park. It occurs

annually on the second full weekend of March every year, and lasts a total of 2 days. The special local regulations applicable to this event are necessary to provide for the safety of life, property, and navigation on the navigable waters of the United States during scheduled events.

EFFECTIVE DATE: August 12, 1998.

FOR FURTHER INFORMATION CONTACT:

Petty Officer Greg Nelson, U.S. Coast Guard Marine Safety Office, 2716 North Harbor Drive, San Diego, California; telephone number (619) 683-6492.

SUPPLEMENTARY INFORMATION:

Regulatory History

On April 2, 1998, the Coast Guard published a notice of proposed rulemaking (NPRM) for this regulation in the **Federal Register** (63 FR 16179-16180). The comment period ended 18 May 98. The Coast Guard received no comments on the proposal. A public hearing was not requested and no hearing was held.

Background and Purpose

The Parker International Waterski Marathon consist of various waterski activities. The event takes place, annually, over a two day period commencing on the second full weekend of March. The special local regulations applicable to this event are necessary to provide for the safety of life, property, and navigation on the navigable waters of the United States during scheduled events.

Discussion of Rule

The course of the event is approximately 10 miles long and encompasses the entire water area of the Colorado River from Bluewater Marina in Parker, AZ, south to La Paz County Park. The course will be marked by buoys and sponsor vessels to alert non-participants. On the following days and times, the race zone will be in use by vessels competing in the event: annually, commencing on the second full weekend of March every year, and lasting a total of 2 days, from 8 a.m. until 5 p.m. (PST) each day. During these times the Colorado River from Bluewater Marina in Parker, AZ, south to La Paz County Park will be closed to all traffic with the exception of emergency vessels. No vessels other than participants, official patrol vessels, or emergency vessels will be allowed to enter into, transit through, or anchor within this zone unless specifically cleared by or through an official patrol vessel.

Pursuant to 33 CFR 100.1101(b)(3), Commander, Coast Guard Activities San

Diego, is designated Patrol Commander for this event; he or she has the authority to delegate this responsibility to any commissioned, warrant, or petty officer of the Coast Guard. Once the zone is established, authorization to remain within the zone is subject to termination by Patrol Commander at any time. The Patrol Commander may impose other restrictions within the zone if circumstances dictate. Restrictions will be tailored to impose the least impact on maritime interests yet provide the level of security deemed necessary to safely conduct the event.

Discussion of Comments

No comments were received.

Regulatory Evaluation

This regulation is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require assessment of potential cost and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that Order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040, February 26, 1979). The Coast Guard expects the economic impact of this regulation to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of the Department of Transportation is unnecessary.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. *Small entities* may include small businesses and not-for-profit organizations that are not dominant in their fields and (2) governmental jurisdictions with populations less than 50,000.

Because it expects the impact of this regulation to be so minimal, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this rule will not have a substantial impact on a significant number of small entities.

Collection of Information

This rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this regulation under the principles and criteria in Executive Order 12612 and