

regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedure (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, 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

Accordingly, 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 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 6002 Class E airspace areas designated as a surface area for an airport*

\* \* \* \* \*

#### ACE E2 IA Clinton, IA [Revised]

Clinton Municipal Airport, IA  
(lat. 41°49'52" N., long. 90°19'45" W.)  
Davenport VORTAC  
(lat. 41°42'30" N., long. 90°29'01" W.)  
Clinton NDB  
(lat. 41°49'43" N., long. 90°19'40" W.)

Within a 4.1-mile radius of Clinton Municipal Airport and within 2.6 miles each side of the 044° radial of the Davenport VORTAC extending from the 4.1-mile radius to the VORTAC and within 2.6 miles each side of the NDB 316° bearing of the Clinton NDB extending from the 4.1-mile radius to 7.4 miles northwest of the airport and within 2.2 miles each side of the 030° bearing of the Clinton NDB extending from the 4.1-mile radius to 5.3 miles northeast of the airport. This Class 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.

\* \* \* \* \*

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### ACE IA E5 Clinton, IA [Revised]

Clinton Municipal Airport, IA  
(lat. 41°49'52" N., long. 90°19'45" W.)  
Davenport VORTAC  
(lat. 41°42'30" N., long. 90°29'01" W.)  
Clinton NDB  
(lat. 41°49'43" N., long. 90°19'40" W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Clinton Municipal Airport and within 1.8 miles each side of the 044° radial of the Davenport VORTAC extending from the 6.6-mile radius to the VORTAC and within 4.5 miles each side of the 316° bearing from the Clinton NDB, extending to 10.5 miles northwest of the NDB and within 1 mile each side of the 146° bearing from the airport extending from the 6.6-mile radius to 9.5 miles southeast of the airport.

\* \* \* \* \*

Issued in Kansas City, MO, on July 24, 1998.

**Christopher R. Blum,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 98–22171 Filed 8–18–98; 8:45 am]

BILLING CODE 4910–13–M

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98–ASO–10]

#### Establishment of Class E Airspace; Hartford, KY

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

**ACTION:** Final rule.

**SUMMARY:** This notice establishes Class E airspace at Hartford, KY. Global Positioning System (GPS) Runways (RWY's) 3–21 and a VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME)–A Standard Instrument Approach Procedures (SIAP's) have been developed for Ohio County Airport. As a result, controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate the SIAP's and for Instrument Flight Rules (IFR) operations at Ohio County Airport. The operating status of the airport will change from Visual Flight Rules (VFR) to include IFR operations concurrent with the publication of the SIAP's.

**EFFECTIVE DATE:** 0901 UTC, October 8, 1998.

#### FOR FURTHER INFORMATION CONTACT:

Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal

Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5586.

#### SUPPLEMENTARY INFORMATION:

#### History

On June 26, 1998, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing Class E airspace at Hartford, KY (63 FR 34839). This action provides adequate Class E airspace for IFR operations at Ohio County Airport. Designations for Class E airspace extending upward from 700 feet or more above the surface of the earth are published in FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR part 71.1. The Class E designation listed in this document will be published subsequently in the Order.

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.

#### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E airspace at Hartford, KY, GPS RWY's 3–21 and a VOR/DME–A SIAP's have been developed for Ohio County Airport. Controlled airspace extending upward from 700 feet AGL is needed to accommodate the SIAP's and for IFR operations at Ohio County Airport. The operating status of the airport will change from VFR to include IFR operations concurrent with the publication of the SIAP.

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. 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 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 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; EO 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 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.*

\* \* \* \* \*

**ASO KY E5 Hartford, KY [New]**

Ohio County Airport  
(Lat. 37°27'30" N, long. 86°50'59" W)

That airspace extending upward from 700 feet or more above the surface within a 6.4-mile radius of Ohio County Airport.

\* \* \* \* \*

Issued in College Park, Georgia, on August 4, 1998.

**Nancy B. Shelton,**

*Acting Manager, Air Traffic Division,  
Southern Region.*

[FR Doc. 98–22313 Filed 8–18–98; 8:45 am]

BILLING CODE 4910–13–M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 98–ASO–7]

**Amendment of Class E Airspace; Savannah, TN**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies Class E airspace at Savannah, TN. A Non-directional Beacon (NDB) Runway (RWY) 19 Standard Instrument Approach Procedure (SIAP) has been developed for Savannah-Hardin County

Airport. As a result, additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate the SIAP at Savannah-Hardin County Airport. The Class E airspace has been increased from a 6.4 to a 6.5-mile radius and the width of the airspace each side of the 009° bearing from the Pinhook NDB extending from the 6.5-mile radius to 7 miles north of the NDB is increased from 2.4 to 3.2 miles.

**EFFECTIVE DATE:** 0901 UTC, October 8, 1998.

**FOR FURTHER INFORMATION CONTACT:**

Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5586.

**SUPPLEMENTARY INFORMATION:****History**

On June 26, 1998, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class E airspace at Savannah, TN, (63 FR 34838). This action provides adequate Class E airspace for IFR operations at Savannah-Hardin County Airport. Designations for Class E airspace extending upward from 700 feet or more above the surface of the earth are published in FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR part 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

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.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) modifies Class E airspace at Savannah, TN. A NDB RWY 19 SIAP has been developed for Savannah-Hardin County Airport. Additional controlled airspace extending upward from 700 feet AGL is needed to accommodate the SIAP and for IFR operations at Savannah-Hardin County Airport.

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. 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 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 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; EO 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 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.*

\* \* \* \* \*

**ASO TN E5 Savannah, TN [Revised]**

Savannah-Hardin County Airport  
(Lat. 35°10'13" N, long. 88°12'57" W)

That airspace extending upward from 700 feet or more above the surface of the earth within a 6.5-mile radius of Savannah-Hardin County Airport and within 3.2 miles each side of the 009 degree bearing from the Pinhook NDB, extending from the 6.5-mile radius to 7 miles north of the NDB.

\* \* \* \* \*

Issued in College Park, Georgia, on August 4, 1998.

**Nancy B. Shelton,**

*Acting Manager, Air Traffic Division,  
Southern Region.*

[FR Doc. 98–22312 Filed 8–18–98; 8:45 am]

BILLING CODE 4910–13–M