

comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the rules docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action is needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: Comments to Docket No. 98-ASW-18. The postcard will be date stamped and returned to the commenter.

Agency Findings

The regulations adopted herein will not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Further, the FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments and only involves an established body of technical regulations that require frequent and routine amendments to keep them operationally current. Therefore, I certify that 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) 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. Since this rule involves routine matters that will only affect air traffic procedures and air navigation, it does not warrant preparation of a regulatory flexibility analysis because the anticipated impact is minimal.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, 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; 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 5000: Class D airspace areas

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ASW TX D Lubbock Reese AFB, TX [Revoked]

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

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ASW TX E5 Lubbock, TX [Revised]

Lubbock VORTAC
(lat. 33°42'18"N., long. 101°54'51"W.)
Lubbock International Airport, TX
(lat. 33°39'49"N., long. 101°49'22"W.)
Lubbi LOM
(lat. 33°39'46"N., long. 101°43'24"W.)
Lubbock ILS Localizer
(lat. 33°38'49"N., long. 101°49'44"W.)

That airspace extending upward from 700 feet above the surface within a 17.4-mile radius of Lubbock VORTAC and within 8 miles east and 4 miles west of the Lubbock ILS localizer north course extending from the 17.4-mile radius to 21.7 miles north of the airport and within 8 miles north and 4 miles south of the 090° bearing from the Lubbi LOM extending from the 17.4-mile radius to 26 miles east of the Lubbock International Airport and within 8 miles north and 4 miles

south of the 111° radial of the Lubbock VORTAC extending from the 17.4-mile radius to 26.8 miles southeast of the Lubbock VORTAC.

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Issued in Fort Worth, TX on February 26, 1998.

Albert L. Viselli,

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

[FR Doc. 98-6318 Filed 3-11-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AGL-50]

Establishment of Class E Airspace; Cooperstown, ND

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Cooperstown, ND. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway 13 and a GPS SIAP to Runway 31 have been developed for Cooperstown Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) and controlled airspace extending upward from 1,200 feet AGL is needed to contain aircraft executing the approaches. This action creates controlled airspace both at Cooperstown Municipal Airport and previously uncontrolled airspace nearby the airport.

EFFECTIVE DATE: 0901 UTC, June 18, 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 Monday, December 22, 1997, the FAA proposed to amend 14 CFR part 71 to establish Class E airspace at Cooperstown, ND (62 FR 66840). The proposal was to add controlled airspace extending upward from 700 to 1200 feet AGL and upward from 1,200 feet AGL 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.

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]

BILLING CODE 4910–13–M

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.