

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-21. 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 so 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.

§ 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.

* * * * *

ASW TX E5 Spofford, TX [Removed]

* * * * *

Issued in Fort Worth, TX, on March 19, 1998.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

[FR Doc. 98-8738 Filed 4-6-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASO-26]

Amendment of Class E Airspace; New Bern, NC; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the airspace classification of a correction to a final rule that was published in the **Federal Register** on March 13, 1998, (63 FR 12410) Airspace Docket No. 97-ASO-26. The final rule modified Class E airspace at New Bern, NC.

EFFECTIVE DATE: 0901 UTC, April 23, 1998.

FOR FURTHER INFORMATION CONTACT: Nancy B. Shelton, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5586.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 98-6397, Airspace Docket No. 97-ASO-26, published on March 13, 1998 (63 FR 12410), corrected the geographic position coordinates for the New Bern, NC, Craven County Airport and the New Bern VOR/DME. However, the airspace classification in the legal description erroneously described the airspace as Class E5 in lieu of Class E2. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the correction to the airspace classification as published in the **Federal Register** on March 13, 1998 (63 FR 12410), (FR 98-6397) in FAA Order 7400.9E, which is incorporated by reference in 14 CFR 71.1, is corrected as follows:

§ 7.1 [Corrected]

On page 12410, in column 2, correct to read "ASO NC E2 New Bern, NC [Corrected]"

Issued in College Park, Georgia, on March 20, 1998.

Nancy B. Shelton,

Acting Manager, Air Traffic Division, Southern Region.

[FR Doc. 98-8839 Filed 4-6-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

14 CFR Part 71

[Airspace Docket No. 97-AGL-50]

Establishment of Class E Airspace; Cooperstown, ND Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects minor errors in the legal description of a final rule that was published in the **Federal Register** on March 12, 1998 (63 FR 11990), Airspace Docket No. 97-AGL-50. The final rule established Class E airspace at Cooperstown, ND.

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, IL 60018, telephone: (847) 294-7477.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 98-6408, Airspace Docket No. 97-AGL-50,

published on March 12, 1998 (63 FR 11990) established the Class E airspace area at Cooperstown, ND, and Cooperstown Municipal Airport, ND. Minor errors were discovered in the legal description. This action corrects those errors.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the legal description for the Class E airspace area for Cooperstown Municipal Airport, ND, as published in the **Federal Register** March 12, 1998 (63 FR 11990), (FR Doc. 98-6408), is corrected as follows:

PART 71—[CORRECTED]

§ 71.1 [Corrected]

AGL ND E5 Cooperstown, ND [Corrected]

On page 11991, in column 2, in the Class E airspace designation for Cooperstown Municipal Airport incorporated by reference in § 71.1, correct the two references to "Devils Lake VORTAC" to read "Devils Lake VOR/DME", correct the phrase "that airspace bounded on the northwest by the 34.0-mile arc of the Grand Forks Air Force Base" to read "that airspace bounded on the northeast by the 34.0-mile arc of the Grand Forks Air Force Base" and correct the phrase "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" to read "and that airspace bounded on the north by V430, on the east by the 34.0-mile arc of the Grand Forks Air Force Base".

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

Maureen Woods,

Manager, Air Traffic Division, Great Lakes Region.

[FR Doc. 98-8838 Filed 4-6-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. 29179; Amendment No. 73-8]

Special Use Airspace

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; technical amendment.

SUMMARY: This action amends Title 14 Code of Federal Regulations part 73 by changing the office of primary responsibility for receiving and analyzing special use airspace reports from Program Director for Air Traffic

Operations to Program Director for Air Traffic Airspace Management. This change is necessary to ensure consistency between the regulation and the current Air Traffic organizational structure.

EFFECTIVE DATE: April 7, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Terry Brown, Airspace and Rules Division, ATA-400, Air Traffic Airspace Management Program, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

As a result of a recent review of functional responsibilities within the Air Traffic Service organization, the office having primary responsibility for reviewing and managing the utility of designated special use airspace areas was changed. This responsibility has been reassigned from the Program Director for Air Traffic Operations to the Program Director for Air Traffic Airspace Management. This action updates the rule to reflect this change of responsibility.

Because this action is merely a technical amendment reflecting a change of responsibility between FAA Air Traffic offices, the FAA finds that notice and public procedure under 5 U.S.C. 553(b) are unnecessary. For the same reason, the FAA finds that good cause exists under 5 U.S.C. 553(d) for making this amendment effective upon publication.

The FAA has determined that this regulation; (1) is not "significant" 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 minimal. Since this is a routine matter that will affect only air traffic procedures, 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 73

Air safety, Air traffic control, Air transportation, Airmen, Airports, Aviation safety.

The Amendment

In consideration of the above, the FAA amends 14 CFR part 73 as follows:

PART 73—SPECIAL USE AIRSPACE

1. The authority citation for part 73 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.

2. In § 73.19, paragraphs (a) and (c) are revised as follows:

§ 73.19 Reports by using agency.

(a) Each using agency shall prepare a report on the use of each restricted area assigned thereto during any part of the preceding 12-month period ended September 30, and transmit it by the following January 31 of each year to the Manager, Air Traffic Division in the regional office of the Federal Aviation Administration having jurisdiction over the area in which the restricted area is located, with a copy to the Program Director for Air Traffic Airspace Management, Federal Aviation Administration, Washington, DC 20591.

* * * * *

(c) If it is determined that the information submitted under paragraph (b) of this section is not sufficient to evaluate the nature and extent of the use of a restricted area, the FAA may request the using agency to submit supplementary reports. Within 60 days after receiving a request for additional information, the using agency shall submit such information as the Program Director for Air Traffic Airspace Management considers appropriate. Supplementary reports must be sent to the FAA officials designated in paragraph (a) of this section.

Issued in Washington, DC, on March 31, 1998.

Nancy B. Kalinowski,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 98-9076 Filed 4-6-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE

Bureau of Economic Analysis

15 CFR Part 806

[Docket No. 971110266-8067-02]

RIN 0691-AA31

Direct Investment Surveys: Raising Exemption Level for Two Surveys of Foreign Direct Investment in the United States

AGENCY: Bureau of Economic Analysis, Commerce.

ACTION: Final rule.

SUMMARY: These final rules amend 15 CFR Part 806.15 by raising the exemption level for reporting in two surveys of foreign direct investment in the United States. The exemption level