

altitudes, especially during inclement weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

Comments Invited

Although this action is in the form of a final rule and was not preceded by a notice of proposed rulemaking, 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communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received.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 would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy-related 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-ACE-57." 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.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (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.

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 7400.0F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

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

* * * * *

ACE IA E5 Fort Madison, IA [Revised]

Fort Madison Municipal Airport, IA
(Lat. 40°39'33" N., long. 91°19'37" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Fort Madison Municipal Airport and within 1.8 miles each side of the 078° bearing from the Fort Madison Municipal Airport extending from the 6.4-mile radius to 8.2 miles northeast of the airport.

* * * * *

Issued in Kansas City, MO, on December 11, 1998.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-34770 Filed 12-31-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ASW-46]

Revision of Class E Airspace; Hugo, OK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This notice confirms the effective date of a direct final rule which revises Class E airspace at Hugo, OK.

EFFECTIVE DATE: The direct final rule published at 63 FR 55531 is effective 0901 UTC, January 28, 1999.

FOR FURTHER INFORMATION CONTACT:

Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: 817-222-5593.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on October 16, 1998 (63 FR 55531). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on January 28, 1999. No adverse comments were received, and thus this action confirms that this direct final rule will be effective on that date.

Issued in Fort Worth, TX on December 22, 1998.

Albert L. Viselli,
*Acting Manager, Air Traffic Division,
Southwest Region.*

[FR Doc. 98-34769 Filed 12-31-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ASW-45]

Establishment of Class E Airspace; Oak Grove, LA

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of
effective date.

SUMMARY: This notice confirms the
effective date of a direct final rule which
establishes Class E airspace at Oak
Grove, LA.

EFFECTIVE DATE: The direct final rule
published at 63 FR 55530 is effective
0901 UTC, January 28, 1999.

FOR FURTHER INFORMATION CONTACT:

Donald J. Day, Airspace Branch, Air
Traffic Division, Southwest Region,
Federal Aviation Administration, Fort
Worth, TX 76193-0520, telephone: 817-
222-5593.

SUPPLEMENTARY INFORMATION: The FAA
published this direct final rule with a
request for comments in the **Federal
Register** on October 16, 1998 (63 FR
55530). The FAA uses the direct final
rulemaking procedure for a non-
controversial rule where the FAA
believes that there will be no adverse
public comment. This direct final rule
advised the public that no adverse
comments were anticipated, and that
unless a written adverse comment, or a
written notice of intent to submit such
an adverse comment, were received
within the comment period, the
regulation would become effective on
January 28, 1999. No adverse comments
were received, and thus this action
confirms that this direct final rule will
be effective on that date.

Issued in Fort Worth, TX, on December
22, 1998.

Albert L. Viselli,
*Acting Manager, Air Traffic Division,
Southwest Region.*

[FR Doc. 98-34768 Filed 12-31-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ASW-44]

Establishment of Class E Airspace; Carrizo Springs, Glass Ranch Airport, TX

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of
effective date.

SUMMARY: This notice confirms the
effective date of a direct final rule which
establishes Class E airspace at Carrizo
Springs, Glass Ranch Airport, TX.

EFFECTIVE DATE: The direct final rule
published at 63 FR 50992 is effective
0901 UTC, January 28, 1999.

FOR FURTHER INFORMATION CONTACT:

Donald J. Day, Airspace Branch, Air
Traffic Division, Southwest Region,
Federal Aviation Administration, Fort
Worth, TX 76193-0520, telephone: 817-
222-5593.

SUPPLEMENTARY INFORMATION: The FAA
published this direct final rule with a
request for comments in the **Federal
Register** on September 24, 1998 (63 FR
50992). The FAA uses the direct final
rulemaking procedure for a non-
controversial rule where the FAA
believes that there will be no adverse
public comment. This direct final rule
advised the public that no adverse
comments were anticipated, and that
unless a written adverse comment, or a
written notice of intent to submit such
an adverse comment, were received
within the comment period, the
regulation would become effective on
January 28, 1999. No adverse comments
were received, and thus this action
confirms that this direct final rule will
be effective on that date.

Issued in Fort Worth, TX, on December 22,
1998.

Albert L. Viselli,
*Acting Manager, Air Traffic Division,
Southwest Region.*

[FR Doc. 98-34766 Filed 12-31-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 902

50 CFR Part 300

[Docket No. 980602143-8309-02; I.D.
040197B]

RIN 0648-A199

High Seas Fishing Compliance Act; Vessel Identification and Reporting Requirements; OMB Control Numbers

AGENCY: National Marine Fisheries
Service (NMFS), National Oceanic and
Atmospheric Administration (NOAA),
Commerce.

ACTION: Final rule.

SUMMARY: NMFS issues this final rule to
implement vessel identification and
reporting requirements under the High
Seas Fishing Compliance Act (HSFCA).
This rule requires vessels possessing
permits issued under the HSFCA to be
marked for identification purposes and
to report their catches and effort when
fishing on the high seas. This action is
necessary to comply with the HSFCA.

DATES: Effective February 3, 1999.

ADDRESSES: Northeast Region, NMFS,
One Blackburn Drive, Gloucester, MA
01930-2298; Southeast Region, NMFS,
9721 Executive Center Drive, N., St.
Petersburg, FL 33702; Southwest
Region, NMFS, 501 West Ocean Blvd.,
Suite 4200, Long Beach, CA 90802-
4213; Northwest Region, NMFS, 7600
Sand Point Way, NE., BIN C15700, Bldg.
1, Seattle, WA 98115; Alaska Region,
NMFS, 709 West Ninth Street, Suite
401, P.O. Box 21668, Juneau, AK 99802.

FOR FURTHER INFORMATION CONTACT:
Robert A. Dickinson, (301) 713-2276.

SUPPLEMENTARY INFORMATION: The
HSFCA (16 U.S.C. 5501 *et seq.*)
implements the United Nations Food
and Agriculture Organization (FAO)
Agreement to Promote Compliance with
International Conservation and
Management Measures by Fishing
Vessels on the High Seas (Agreement).
The HSFCA requires U.S. vessels fishing
on the high seas to possess a permit
issued under the HSFCA. As used in the
HSFCA, the term "high seas" means the
waters beyond the territorial sea or
exclusive economic zone (or the
equivalent) of any nation, to the extent
that such territorial sea or exclusive
economic zone (or the equivalent) is
recognized by the United States.
Additional information on the
Agreement and the HSFCA is published
at 61 FR 11751, March 22, 1996, and 61