

Size	Price
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10x10 Film Positive Scan .....	15.00
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12x12 Paper .....	12.00
17x17 Paper .....	13.00
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24x24 Paper .....	16.00
24x24 Film Positive .....	40.00
38x38 Paper .....	50.00
38x38 Film Positive .....	55.00
20x24 Paper Photo Index .....	20.00
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Microfilm (Photo Indexes): Aperture Cards .....	10.00
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10x10 Paper Quantities:	
1-50 .....	\$7.00
51-1000 .....	5.00
1001 & Over .....	2.50
10x10 Film Positive .....	33.00
20x20 Paper .....	40.00
24x24 Paper .....	55.00
38x38 Paper .....	70.00
<b>Color Infrared Positive Reproductions</b>	
10x10 Paper .....	\$12.00
10x10 Film Positive .....	15.00
10x10 Film Positive AT .....	15.00
10x10 Film Positive Scan .....	20.00
20x20 Paper .....	32.00
24x24 Paper .....	40.00
38x38 Paper .....	70.00

\* \* \* \* \*

Signed at Washington, D.C., on January 15, 1999.

**Dan Glickman**  
Secretary.  
[FR Doc. 99-1451 Filed 1-21-99; 8:45 am]  
BILLING CODE 3410-05-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 98-AEA-44]

**Amendment to Class D Airspace and Class E Airspace; Binghamton, NY**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises the legal description of the Class D airspace and Class E airspace extensions at Binghamton Regional/Edwin A. Link

Field Airport (BGM), Binghamton, NY. The air traffic control tower at BGM has reduced their operating hours. The need for Class D airspace and the Class E airspace extensions during the specified hours of reduced operation no longer exists. This action will result in the airspace reverting to Class G airspace during those specific hours.

**EFFECTIVE DATE:** 0901 UTC, March 25, 1999.

**FOR FURTHER INFORMATION CONTACT:** Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA-520, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

**SUPPLEMENTARY INFORMATION:**

**History**

On December 4, 1998, a proposal to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to revise the legal description of the Class D

airspace and associated Class E airspace extensions at Binghamton Regional/Edwin A. Link Field Airport, Binghamton, NY, was published in the **Federal Register** (63 FR 67014).

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. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class D airspace designations for airspace extending upward from the surface are published in paragraph 5000 and Class E airspace areas designated as an extension to a Class D surface area are published in paragraph 6004 of FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document will be published subsequently in the Order.

**The Rule**

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) revises Class D airspace and the Class E airspace extensions at Binghamton, NY to accommodate the reduced hours of operation at the airport. These areas will revert to Class G airspace during the specified hours of reduced operation.

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 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—[Amended]**

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]**

The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

*Paragraph 5000 Class D airspace.*

\* \* \* \* \*

**AEA NY D Binghamton, NY [Revised]**

Binghamton Regional/Edwin A. Link Field Airport, Binghamton, NY  
(Lat. 42°12'31" N., long. 75°58'47" W.)

That airspace extending upward from the surface to and including 4,100 feet MSL within a 4.1-mile radius of the Binghamton Regional/Edwin A. Link Field Airport. This Class D airspace area is effective during

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 6004 Class E airspace areas designated as an extension to a Class D surface area.*

\* \* \* \* \*

**AEA NY E-4 Binghamton, NY [Revised]**

Binghamton Regional/Edwin A. Link Field Airport, Binghamton, NY

(Lat. 42°12'31" N., long. 75°58'47" W.)

Binghamton VORTAC

(Lat. 42°09'27" N., long. 76°08'11" W)

SMITE LOM

(Lat. 42°06'17" N., long. 75°53'28" W.)

Binghamton Regional/Edwin A. Link Field Airport ILS Runway 34 Localizer (Lat. 42°13'12" N., long. 75°59'15" W.)

That airspace extending upward from the surface within 1.8 miles each side of the Binghamton VORTAC 067° radial extending from the 4.1-mile radius of the Binghamton Regional/Edwin A. Link Field Airport to the VORTAC and within 1.8 miles each side of the Binghamton Regional/Edwin A. Link Field Airport ILS Localizer SE course extending from the 4.1-mile radius of the airport to 1.8 miles SE of the SMITE LOM. This Class E airspace area is effective during 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.

\* \* \* \* \*

Issued in Jamaica, New York on January 12, 1999.

**Franklin D. Hatfield,**

*Manager, Air Traffic Division, Eastern Region.*

[FR Doc. 99-1500 Filed 1-21-99; 8:45 am]

BILLING CODE 4910-13-M

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

[Airspace Docket No. 98-AEA-43]

**Amendment to Class E Airspace; Laurel, DE**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends Class E airspace extending upward from 700 feet Above Ground Level (AGL) at Laurel, DE. The development of a Standard Instrument Approach Procedure (SIAP) based on the Global Positioning System (GPS) at Laurel Airport has made this action necessary. This action is intended to provide adequate Class E airspace for instrument flight rules (IFR) operations by aircraft executing the GPS A SIAP to Laurel Airport.

**EFFECTIVE DATE:** 0901 UTC, March 25, 1999.

**FOR FURTHER INFORMATION CONTACT:** Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA-520, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building # 111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

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

On December 4, 1998, a notice proposing to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to amend the Class E airspace at Milton, WV, was published in the **Federal Register** (63 FR 67016). The development of the GPS A SIAP for Laurel Airport requires the amendment of the Class E airspace at Laurel, DE. The notice proposed to amend controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning 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 to the proposal were received. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designations for airspace extending upward from 700 feet AGL are published in paragraph 6005 of FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, 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 Part 71 of the Federal Aviation Regulations (14 CFR Part 71) amends Class E airspace at Laurel, DE, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS A SIAP to Laurel 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. 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)