

who select at least one member of those on the highest governing body of the membership association; the right to serve on policy-making boards or vote on policy issues of interest to the membership association; eligibility to be elected to governing positions in the membership association; and the possibility of disciplinary action against the member by the membership association; or

(iv) Are required to pay on a regular basis a specific amount of dues of less than \$50 per year that are predetermined by the association and who have a lesser organizational attachment to the membership association than those set forth in paragraph (e)(2)(iii) of this section, such as the right to vote on policy issues of interest to the association.

*Alternative B* for paragraphs (e)(2)(ii)–(iv).

(ii) Are required to pay on a regular basis a specific amount of dues of at least \$200 per year that are predetermined by the membership association;

(iii) Are required to pay on a regular basis a specific amount of dues less than \$200 per year that are predetermined by the membership association and either the association is a business league, trade association, labor organization, or self-regulating professional association or such persons also have:

(A) A right to vote for at least one individual on the highest governing body of, or for the officers of, the membership association;

(B) A right to vote on policy questions where the highest governing body of the membership association is obligated to abide by the results (a binding referendum, for example, rather than a mere informational survey) or to approve or disapprove the results (a resolution that must be acted upon, for example);

(C) A right to join (not just the opportunity to be selected for) a committee, board, or section within the membership association that can make policy recommendations which the highest governing body must approve or disapprove (a resolution that must be acted upon, for example); or

(D) A right to participate by virtue of being selected to serve on a committee, board, or section within the membership association that can make policy recommendations which the highest governing body must approve or disapprove (a resolution that must be acted upon, for example); or

(iv) Have the right to vote for at least a majority of the members on the highest governing body.

*Alternatives A and B* for paragraph (e)(3).

(3) Notwithstanding the requirements of paragraph (e)(2) of this section, the Commission may determine, on a case by case basis, that persons seeking to be considered members of a membership association for purposes of this section have a significant organizational or financial attachment to the association under circumstances that do not precisely meet the requirements of the general rule. For example, student members who pay a lower amount of dues while in school or long term dues paying members who qualify for lifetime membership status with little or no dues obligation may be considered members.

*Alternatives A, B and C* for paragraph (e)(4).

(4) In the case of a membership association which has a national federation structure or has several affiliated levels, including, for example, national, state, regional and/or local affiliates, a person who qualifies as a member of any entity within the federation or of any affiliate by meeting the requirements of paragraphs (e)(2)(i), (ii), (iii) or (iv) of this section shall qualify as a member of all affiliates for purposes of paragraph (e)(1) of this section. The factors set forth at 11 CFR 100.5(g)(4) shall be used to determine whether entities are affiliated for purposes of this paragraph.

\* \* \* \* \*

*Alternative B* for paragraph (e)(5).

(5) Notwithstanding the requirements of paragraphs (e)(2)(i) through (iv) of this section, members of a local union are considered to be members of any national or international union of which the local union is a part and of any federation with which the local, national or international union is affiliated.

\* \* \* \* \*

#### **§ 114.7 [Amended]**

5. In Section 114.7, paragraph (k) would be removed.

#### **§ 114.8 [Amended]**

6. In section 114.8, paragraph (g) would be removed and reserved.

Dated: December 17, 1997.

**John Warren McGarry,**

*Chairman, Federal Election Commission.*

[FR Doc. 97–33305 Filed 12–19–97; 8:45 am]

BILLING CODE 6715–01–U

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Airspace Docket No. 97–AGL–61]

#### **Proposed Modification of Class D Airspace; Minot AFB, ND; and Class E Airspace; Minot, ND**

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to modify Class D airspace at Minot Air Force Base (AFB), ND, and Class E airspace at Minot, ND. A review of the Instrument Landing System (ILS) 1 or Tactical Air Navigation (TACAN) Runway 29 Standard Instrument Approach Procedure (SIAP), the Instrument Landing System/Distance Measuring Equipment (ILS/DME) 2 Runway 29 SIAP, the ILS/DME Runway 11 SIAP, and the TACAN Runway 11 SIAP for Minot AFB necessitates these modifications. Controlled airspace extending upward from the surface, controlled airspace extending upward from 700 feet above ground level (AGL), and controlled airspace extending upward from 1,200 feet AGL is needed to contain aircraft executing these approaches. This proposal would increase the radius and remove the extensions to the Class D airspace for Minot AFB, ND, and would increase the radius and add a northwest extension to that portion of the Minot, ND, Class E airspace associated with Minot AFB, ND.

**DATES:** Comments must be received on or before January 26, 1998.

**ADDRESSES:** *Comments:* Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL–7, Rules Docket No. 97–AGL–61, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

*Docket:* The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined during normal business hours at the Air Traffic Division, Operations Branch, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

**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:

## Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 97-AGL-61." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket, FAA, Great Lakes Region, Office of the Assistant Chief Counsel, 2300 East Devon Avenue, Des Plaines, Illinois, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

## Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, S.W., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

## The Proposal

The FAA is considering an amendment to 14 CFR part 71 to modify Class D airspace at Minot AFB, ND, and Class E airspace at Minot, ND. A recent joint FAA/Air Force review of the

controlled airspace for Minot AFB revealed a need to reinstate controlled airspace inadvertently dropped during the 1993 United States airspace reclassification. This action was completed by Final Rule on November 5, 1997 (97-AGL-59, 62 FR 59783). Further review of the current instrument approach procedures for Minot AFB, including the ILS 1 or TACAN Runway 29 SIAP, the ILS/DME 2 Runway 29 SIAP, the ILS/DME Runway 11 SIAP, and the TACAN Runway 11 SIAP, has indicated a need to modify the existing controlled airspace by increasing the radius and removing the extensions to the Class D airspace for Minot AFB, ND, and increasing the radius and adding a northwest extension to that portion of the Minot, ND, Class E airspace associated with Minot AFB, ND. Controlled airspace extending upward from the surface, controlled airspace extending upward from 700 feet AGL, and controlled airspace extending upward from 1,200 feet AGL is needed to contain aircraft executing these approaches. The areas would be depicted on appropriate aeronautical charts. Class D airspace designations are published in paragraph 5000, and 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 D and Class E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed 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 proposed 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).

## The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 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 5000 Class D Airspace

\* \* \* \* \*

## AGL ND D Minot AFB, ND [Revised]

Minot AFB, ND  
(Lat. 48°25'56"N, long. 101°21'29"W)

That airspace extending upward from the surface to and including 4,200 feet MSL and within a 5.3-mile radius of Minot AFB. This Class D airspace 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

\* \* \* \* \*

## AGL ND E5 Minot, ND [Revised]

Minot, AFB, ND  
(Lat. 48°25'56"N, long. 101°21'29"W)  
Deering TACAN  
(Lat. 48°24'55"N, long. 101°21'58"W)  
Minot International Airport, ND  
(Lat. 48°15'34"N, long. 101°16'52"W)  
Minot VORTAC  
(Lat. 48°15'37"N, long. 101°17'14"W)

That airspace extending upward from 700 feet above the surface within a 7.1-mile radius of Minot AFB and within 1.5 miles each side of the Deering TACAN 292° radial extending from the 7.1-mile radius to 9.3 miles northwest of the airport and that airspace within a 7.0-mile radius of Minot International Airport and within 4.8 miles each side of the Minot VORTAC 138° radial extending from the 7.0-mile radius to 12.1 miles southeast of the VORTAC and that airspace extending upward from 1,200 feet above the surface within a 47-mile radius of Minot AFB, excluding the area north of latitude 49°00'00"N.

\* \* \* \* \*

Issued in Des Plaines, Illinois on November 26, 1997.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 97-33282 Filed 12-19-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AGL-50]

#### **Proposed Establishment of Class E Airspace; Cooperstown, ND**

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to establish 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 proposal would create controlled airspace both at Cooperstown Municipal Airport and include previously uncontrolled airspace nearby the airport.

**DATES:** Comments must be received on or before January 23, 1998.

**ADDRESSES:** *Comments:* Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, Rules Docket No. 97-AGL-50, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

*Docket:* The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined during normal business hours at the Air Traffic Division, Operations Branch, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

#### **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

### **Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 97-AGL-50." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket, FAA, Great Lakes Region, Office of the Assistant Chief Counsel, 2300 East Devon Avenue, Des Plaines, Illinois, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

### **Availability of NPRM's**

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, S.W., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

### **The Proposal**

The FAA is considering an amendment to 14 CFR part 71 to establish Class E airspace at Cooperstown, ND, to accommodate aircraft executing the GPS Runway 13

and GPS Runway 31 SIAPs at Cooperstown Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet AGL within a 6.3-mile radius of Cooperstown Municipal Airport, and controlled airspace extending upward from 1,200 feet AGL in three previously uncontrolled Class G airspace areas is needed to contain aircraft executing the instrument flight rules arrival routing from the northwest and southeast and the proposed approaches. This proposal would create Class E airspace at Cooperstown Municipal Airport and in three Class G airspace areas: the entire existing Class G airspace area above Cooperstown, ND; the entire existing Class G airspace area approximately halfway between Cooperstown, ND, and Devils Lake, ND, and which overlies Johnson Lake National Wildlife Refuge, ND; and that portion of the existing Class G airspace area between Cooperstown, ND, and Valley City, ND, which lies west of longitude 97°49'30"W. The areas would be depicted on appropriate aeronautical charts. Class E airspace designations 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 would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore this, proposed 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 proposed 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).

### **The Proposed Amendment**

Accordingly, pursuant to the authority delegated to me, the Federal