

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

* * * * *

AWP CA E5 Delano, CA [New]

Delano Municipal Airport, CA
(lat. 35°44'44"N, long. 119°14'611"W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Delano Municipal Airport, excluding the Bakersfield, CA, Class E airspace area.

* * * * *

Issued in Los Angeles, California, on April 2, 1998.

Sherry Avery,

Acting Assistant Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 98–10302 Filed 4–17–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–ACE–39]

Amendment to Class E Airspace; Valentine, NE

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule published on February 19, 1998, which revises Class E airspace at Valentine, NE.

DATES: The direct final rule published at 63 FR 8345 is effective on 0901 UTC, June 18, 1998.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426–3408.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on February 19, 1998 (63 FR 8345). 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 June 18, 1998. No adverse comments were received, and thus this document confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on March 25, 1998.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division, Central Region.

[FR Doc. 98–10173 Filed 4–17–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–ACE–38]

Amendment to Class E Airspace; Chadron, NE

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule published on February 19, 1998, which revises Class E airspace at Chadron, NE.

DATES: The direct final rule published at 63 FR 8343 is effective on 0901 UTC, June 18, 1998.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426–3408.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on February 19, 1998 (63 FR 8343). 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 June 18, 1998. No adverse comments were received, and thus this document confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on March 25, 1998.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division, Central Region.

[FR Doc. 98–10174 Filed 4–17–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–ACE–1]

Amendment to Class E Airspace; Topeka, Forbes Field, KS; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date and correction.

SUMMARY: This document confirms the effective date of a direct final rule published on February 19, 1998, which revises Class E airspace at Topeka, Forbes Field, KS, and corrects two errors in the airspace designation as published in the direct final rule.

DATES: The direct final rule published at 63 FR 8342 is effective on 0901 UTC, June 18, 1998.

This correction is effective on June 18, 1998.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: On February 19, 1998, the FAA published in the **Federal Register** a direct final rule; request for comments, which modified Class E airspace at Topeka, Forbes Field, KS (FR Document 98-3968, 63 FR 8342, Airspace Docket No. 98-ACE-1). Two errors were subsequently discovered in the Class E airspace designation. After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require adoption of the rule. The FAA has determined that these corrections will not change the meaning of the action nor add any additional burden on the public beyond that already published. This action corrects those errors and confirms the effective date of the direct final rule.

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 June 18, 1998. No adverse comments were received, and thus this document confirms that this direct final rule will become effective on that date.

Correction

In rule FR Doc. 98-3968 published in the **Federal Register** on February 19, 1998, 63 FR 8342, make the following correction to the Topeka, Forbes Field, KS, Class E airspace designation incorporated by reference, in 14 CFR 71.1:

§ 71.1 [Corrected]

1. On page 8343 in the third column, in the airspace designation, under ACE KS E5 Topeka, Forbes Field, KS [Revised], in the fourth line, the geographic coordinates for Topeka, Forbes Field, KS "(Lat. 38°57'01" N., long. 95°39'51" W.)" are corrected to read "(Lat. 38°57'03" N., long. 95°39'49" W.)".

2. On page 8343, in the third column, in the airspace designation, under ACE KS E5 Topeka, Forbes Field, KS [Revised], after the sixth line, add

"Topeka, Forbes Field ILS (Lat. 38°58'04" N., long. 95°40'50" W.)".

Issued in Kansas City, MO on March 25, 1998.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division, Central Region.

[FR Doc. 98-10172 Filed 4-17-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASO-16]

RIN 2120-AA66

Modification of the Atlantic High Offshore Airspace Area

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Atlantic High Offshore Airspace Area. Specifically, this action extends the southeast boundary of the Atlantic High Offshore Airspace Area to coincide with the San Juan Combined Center-Radar Approach Control (CERAP) oceanic area of control. The FAA is taking this action to facilitate the use of domestic air traffic control (ATC) procedures within the extended Atlantic High Offshore Airspace Area, thereby enhancing the management of air traffic operations and allowing for more efficient use of the airspace.

EFFECTIVE DATE: 0901 UTC, June 18, 1998.

FOR FURTHER INFORMATION CONTACT: Ellen E. Crum, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On November 18, 1997, the FAA proposed to amend 14 CFR part 71 (part 71) to modify the Atlantic High Offshore Airspace Area (62 FR 61458). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. In response to the notice, the FAA received one comment from the Air Line Pilots Association supporting this action.

Except for editorial changes this rule is the same as that proposed in the notice. Offshore airspace area designations are published in paragraph 2003 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 Offshore airspace area listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 modifies the Atlantic High Offshore Airspace Area by extending the southeast boundary of the Atlantic High Offshore Airspace Area to coincide with the San Juan CERAP oceanic area of control.

Currently, aircraft transitioning to/from the Bahamas and Caribbean areas encounter two different types of airspace and two different sets of ATC procedures. Aircraft departing the Miami Air Route Traffic Control Center (ARTCC) oceanic control area and transitioning southeast to the Bahamas and Caribbean areas encounter airspace which is governed by separation standards for International Civil Aviation Organization (ICAO) operations until reaching the boundary of the San Juan CERAP oceanic control area. The reverse situation applies for aircraft departing San Juan CERAP's area of control en route to the boundary for the Miami ARTCC area of control.

This modification allows the application of domestic ATC procedures, in the Atlantic High Offshore Airspace Area in lieu of ICAO oceanic ATC procedures, thereby enhancing the flow of air traffic and allowing for a more efficient use of the airspace area.

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, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Because this amendment involves, in part, the modification of navigable airspace outside of the United States, the Administrator has consulted with the Secretary of State and the Secretary of Defense in accordance with the provisions of Executive Order 10854.