

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.*

\* \* \* \* \*

**AEA WV E5 Berkeley Springs, WV [Revised]**

Potomac Airpark, WV  
(Lat. 39°41'33"N., long. 78°09'58"W.)

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Potomac Airpark, excluding that portion that coincides with the Hagerstown, MD Class E airspace area.

\* \* \* \* \*

Issued in Jamaica, New York, on September 22, 1998.

**Franklin D. Hatfield,**  
Manager, Air Traffic Division, Eastern Region.  
[FR Doc. 98-26302 Filed 9-30-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-AEA-15]

#### Amendment to Class E Airspace; Fort Drum, NY

**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 Fort Drum, NY. The development of Standard Instrument Approach Procedures (SIAP) based on the Instrument Landing System (ILS) and Global Positioning System (GPS) at Wheeler-Sack Army Air Field (AAF) has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rules (IFR) operations for aircraft executing the ILS RWY 03 SIAP, ILS RWY 21 SIAP, GPS RWY 03 SIAP, and GPS RWY 21 SIAP to Wheeler-Sack AAF.

**EFFECTIVE DATE:** 0901 UTC, December 3, 1998.

**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 August 7, 1998, a proposal to amend Part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend the Class E airspace at Fort Drum, NY, was published in the **Federal Register** (63 FR 42291). The development of the ILS RWY 03 SIAP, ILS RWY 21 SIAP, GPS RWY 03, and GPS RWY 21 SIAP for Wheeler-Sack AAF requires the amendment of the Class E airspace at Fort Drum, NY. The proposal was 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 Fort Drum, NY, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the ILS RWY 03 SIAP, ILS RWY 21 SIAP, GPS RWY 03 SIAP, and GPS RWY 21 SIAP to Wheeler-Sack AAF.

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 10034; 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 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]

2. 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### AEA NY E5 Fort Drum, NY [Revised]

Wheeler-Sack AAF, Fort Drum, NY  
(Lat. 44°03'06"N., long. 75°43'18"W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wheeler Sack AAF extending clockwise from a 330° bearing to a 135° bearing from the airport and within a 12-mile radius of Wheeler Sack AAF extending from a 135° bearing to a 330° bearing from the airport, excluding that portion that coincides with the Watertown, NY Class E airspace area, and R-5201 when in use.

\* \* \* \* \*

Issued in Jamaica, New York on September 22, 1998.

**Franklin D. Hatfield,**  
Manager, Air Traffic Division, Eastern Region.  
[FR Doc. 98-26301 Filed 9-30-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ACE-24]

#### Amendment to Class E Airspace; Newton, IA

**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 which revises Class E airspace at Newton, IA.

**DATES:** The direct final rule published at 63 FR 40172 is effective on 0901 UTC, December 3, 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 July 28, 1998, (63 FR 40172). 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 December 3, 1998. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on September 17, 1998.

**Jack L. Skelton,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 98-26298 Filed 9-30-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ACE-18]

#### Amendment to Class E Airspace; Scottsbluff, 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 which revises Class E airspace at Scottsbluff, NE.

**DATE:** The direct final rule published at 63 FR 39501 is effective on 0901 UTC, December 3, 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 July 23, 1998 (63 FR 39501). 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 December 3, 1998. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO, on September 17, 1998.

**Jack L. Skelton,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 98-26297 Filed 9-30-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ACE-11]

#### Amendment to Class E Airspace; Cambridge, NE; Correction

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

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

**SUMMARY:** This document confirms the effective date of a direct final rule which revises the Class E airspace at Cambridge, NE, and corrects the geographic coordinates of the Harry Struck Nondirectional Radio Beacon (NDB) as published in the direct final rule.

**DATES:** The direct final rule published at 63 FR 39499 is effective on 0901 UTC, December 3, 1998.

This correction is effective on December 3, 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 July 23, 1998, the FAA published in the **Federal Register** a direct final rule; request for comments which revises the Class E airspace at Cambridge, NE (FR Document 98-19674, 63 FR 39499, Airspace Docket No. 98-ACE-11). An error was subsequently discovered in the geographic coordinates for the Harry Struck NDB. 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 this correction will not change the meaning of the action nor add any additional burden on the public beyond that already published. This action corrects the geographic coordinates of the Harry Struck NDB 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 December 3, 1998. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

#### Correction

In rule FR Doc. 98-19674 published in the **Federal Register** on July 23, 1998, 63 FR 39499, make the following correction to the Cambridge, NE, Class E airspace designation incorporated by reference in 14 CFR 71.1:

#### § 71.1 [Corrected]

##### ACE NE E Cambridge, NE [Corrected]

On page 39500, in the third column, under Harry Struck NDB correct "(lat. 40° 18' 15", long. 100° 09' 29" W.)" to read "(lat. 40° 18' 15" N., long. 100° 09' 28" W.)"

Issued in Kansas City, MO on September 17, 1998.

**Jack L. Skelton,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 98-26296 Filed 9-30-98; 8:45 am]

BILLING CODE 4910-13-M