

It, therefore—(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.

Class C airspace areas are published in paragraph 4000 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 C airspace area listed in this document will be published subsequently in the Order.

#### 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; 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 4000—Subpart C—Class C Airspace*

\* \* \* \* \*

#### AGL IL C Chicago Midway Airport, IL [Revised]

Chicago Midway Airport, IL  
Chicago Midway Airport, IL  
(lat. 41°47'10"N., long. 87°45'08"W.)  
Chicago O'Hare VOR/DME  
(lat. 41°59'16"N., long. 87°54'18"W.)

That airspace within a 5-mile radius of the Chicago Midway Airport extending upward from the surface to 3,600 feet MSL; and that airspace within a 10-mile radius of the airport beginning at a line 2 miles northeast

of and parallel to the Chicago Midway Runway 31C localizer course clockwise to where the 10.5-mile arc of the Chicago O'Hare VOR/DME intersects the 10-mile radius of the airport, thence via the Chicago O'Hare VOR/DME 10.5-mile arc, extending upward from 1,900 feet MSL to 3,600 feet MSL. This Class C airspace area excludes any airspace contained in the Chicago, IL, Class B airspace area.

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Issued in Washington, DC, on December 2, 1997.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 97–32353 Filed 12–9–97; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97–AGL–41]

#### Modification of the Legal Description of Class E Airspace; Hancock, MI

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies the legal description of Class E airspace at Hancock, MI. The current legal description indicates less than continuous times of operation for the Class E airspace for Houghton County Memorial Airport. Actual times of operation for the airspace are continuous. The legal description must reflect the actual times of operation. This action will accurately reflect the actual times of operation for the Class E airspace at Hancock, MI.

**EFFECTIVE DATE:** 0901 UTC, February 26, 1998.

**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:

#### History

On Thursday, September 11, 1997, the FAA proposed to amend 14 CFR part 71 to modify the legal description of the Class E airspace at Hancock, MI (62 FR 47777). The proposal was to change the legal description to accurately reflect the existing continuous times of operation for the airspace.

Interested parties were invited to participate in this rulemaking proceeding by submitting written

comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace designated as a surface area are published in paragraph 6002 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 will be published subsequently in the Order.

#### The Rule

This amendment to 14 CFR part 71 modifies the legal description of the Class E airspace at Hancock, MI, by removing the statement which indicates less than continuous times of operation for the airspace. The actual times of operation for the Class E airspace at Hancock, MI, are continuous.

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 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; 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 6002 Class E Airspace  
Designated as a Surface Area*

\* \* \* \* \*

**AGL MI E2 Hancock, MI [Revised]**

Houghton County Memorial Airport, MI  
(lat. 47°10'07"N, long. 88°29'20"W)

Within a 5.3-mile radius of Houghton  
County Memorial Airport.

\* \* \* \* \*

Issued in Des Plaines, Illinois on November  
17, 1997.

**David B. Johnson,**

*Acting Manager, Air Traffic Division.*

[FR Doc. 97-32347 Filed 12-9-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AGL-36]

#### Modification of Class E Airspace; Coshocton, OH

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Coshocton, OH. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway 22 has been developed for Richard Downing Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action adds a northeast extension to the existing controlled airspace for the airport.

**EFFECTIVE DATE:** 0901 UTC, February 26, 1998.

**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:

##### History

On Thursday, September 11, 1997, the FAA proposed to amend 14 CFR part 71 to modify the Class E airspace at Coshocton, OH (62 FR 47778). The proposal was to add controlled airspace extending upward from 700 to 1200 feet AGL to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting 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 objecting to the proposal were received. 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 E airspace designation listed in this document will be published subsequently in the Order.

#### The Rule

This amendment to 14 CFR part 71 modifies Class E airspace at Coshocton, OH, to accommodate aircraft executing the GPS Runway 22 SIAP at Richard Downing Airport by adding a northeast extension to the existing controlled airspace. Controlled airspace extending upward from 700 to 1200 feet AGL is needed to contain aircraft executing the approach. The area will be depicted on appropriate aeronautical charts.

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 at “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 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; 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 6005 Class E Airspace Areas  
Extending Upward from 700 Feet or More  
Above the Surface of the Earth*

\* \* \* \* \*

#### AGL OH E5 Coshocton, OH [Revised]

Richard Downing Airport, OH  
(lat. 40°18'33"N, long. 81°51'12"W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Richard Downing Airport and within 4.9 miles either side of the 037° bearing from the airport extending from the 6.3-mile radius to 10.0 miles northeast of the airport.

\* \* \* \* \*

Issued in Des Plaines, Illinois on November  
12, 1997.

**David B. Johnson,**

*Assistant Manager, Air Traffic Division.*

[FR Doc. 97-32348 Filed 12-9-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AGL-38]

#### Modification of the Legal Description of Class E Airspace; Dickinson, ND

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies the legal description of Class E airspace at Dickinson, ND. The current legal description indicates less than continuous times of operation for the Class E airspace for Dickinson Municipal Airport. Actual times of operation for the airspace are continuous. The legal description must reflect the actual times of operation. This action will accurately reflect the actual times of operation for the Class E airspace at Dickinson, ND.

**EFFECTIVE DATE:** 0901 UTC, February 26, 1998.

**FOR FURTHER INFORMATION CONTACT:**  
Michelle M. Behm, Air Traffic Division,  
Airspace Branch, AGL-520, Federal  
Aviation Administration, 2300 East