

**AGL MN E2 Fergus Falls, MN [New]**

Fergus Falls Municipal Airport-Einar Mickelson Field, MN  
(Lat. 46°17'04"N., long. 96°09'24"W.)  
Fergus Falls VOR/DME  
(Lat. 46°17'21"N., long. 96°09'24"W.)

Within a 4.1-mile radius of the Fergus Falls Municipal Airport-Einar Mickelson Field and within 2.4 miles each side of the Fergus Falls VOR/DME 300° radial extending from the 4.1-mile radius of the Fergus Falls Municipal Airport-Einar Mickelson Field to 7.0 miles northwest of the Fergus Falls VOR/DME, and within 2.4 miles each side of the Fergus Falls VOR/DME 185° radial extending from the 4.1-mile radius of the Fergus Falls Municipal Airport-Einar Mickelson Field to 7.0 miles south of the Fergus Falls VOR/DME.

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Issued in Des Plaines, Illinois on May 22, 1998.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 98-15048 Filed 6-4-98; 8:45 am]

BILLING CODE 4910-13-M

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

[Airspace Docket No. 98-AGL-18]

**Establishment of Class E Airspace; Rush City, MN**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E Airspace at Rush City, MN. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 34, and a Nondirectional Beacon (NDB) SIAP to Rwy 34, have been developed for Rush City Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approaches. This action creates controlled airspace with a southwest extension for Rush City Municipal Airport.

**EFFECTIVE DATE:** 0901 UTC, August 13, 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 Monday, March 23, 1998, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Madison, SD

(63 FR 13803). 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 establishes Class E airspace at Rush City, MN, to accommodate aircraft executing the proposed GPS Rwy 34 SIAP, and the NDB Rwy 34 SIAP, at Rush City, MN, by creating controlled airspace with a southwest extension for the airport. 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 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**AGL MN E5 Rush City, MN [New]**

Rush City Municipal Airport, MN  
(Lat. 45°41'53"N, long. 92°57'11"W)  
Rush City NDB  
(Lat. 45°41'48"N, long. 92°57'20"W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Rush City Municipal Airport and within 2.5 miles each side of the 150° bearing from the Rush City NDB, extending from the 6.5-mile radius to 7.5 miles southeast of the airport.

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Issued in Des Plaines, Illinois on May 22, 1998.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 98-15050 Filed 6-4-98; 8:45 am]

BILLING CODE 4910-13-M

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

[Airspace Docket No. 98-AGL-17]

**Modification of Class E Airspace; Madison, SD**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Madison, SD. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 33, and a VHF Omnidirectional Range/Distance Measuring Equipment-A (VOR/DME-A) SIAP, have been developed for Madison Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet

above ground level (AGL) is needed to contain aircraft executing the approaches. This action increases the radius of the existing controlled airspace for Madison Municipal Airport. **EFFECTIVE DATE:** 0901 UTC, August 13, 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 Monday, March 23, 1998, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Madison, SD (63 FR 13805). 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 71 modifies Class E airspace at Madison, SD, to accommodate aircraft executing the proposed GPS Rwy 33 SIAP, and the VOR/DME-A SIAP, at Madison Municipal Airport by increasing the radius of the existing controlled airspace for the airport. 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 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.

**Lists of Subject 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.*

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**AGL SD E5 Madison, SD [Revised]**

Madison Municipal Airport, SD  
(Lat. 44° 00' 58"N, long. 97° 05' 09"W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Madison Municipal Airport and within 3.0 miles each side of the 341° bearing from the airport, extending from the 6.5-mile radius to 7.4 miles northwest of the airport.

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Issued in Des Plaines, Illinois on May 22, 1998.

**Maureen Woods,**

*Manager, Air Traffic Division.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 98-AGL-13]

**Modification of Class E Airspace; Rugby, ND**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Rugby, ND. A review of the controlled airspace within the State of North Dakota indicated a small portion of Class G uncontrolled airspace in the vicinity of Rugby, ND. Controlled airspace extending upward from 1,200 feet above ground level (AGL) is needed to allow the FAA to provide safe and efficient air traffic control services for aircraft executing enroute and terminal instrument procedures. This small portion of uncontrolled airspace causes confusion for both pilots and controllers and does not allow for consistent application of instrument flight rules in a critical area near the Rugby Municipal Airport. This action eliminated the small portion of uncontrolled airspace approximately 11 nautical miles to the southeast of Rugby, ND.

**EFFECTIVE DATE:** 0901 UTC, August 13, 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 Monday, March 23, 1998, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Rugby, ND (63 FR 13807). The proposal was to add controlled airspace extending upward from 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 are published in paragraph 6005 of FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is