

(i) Dividing the value per pound of the damaged popcorn by the base contract price per pound for undamaged popcorn; and

(ii) Multiplying the result by the number of pounds of such popcorn.

#### 14. Late Planting

Late planting provisions in the Basic Provisions are applicable for popcorn if you provide written approval from the processor by the acreage reporting date that it will accept the production from the late planted acres when it is expected to be ready for harvest.

#### 15. Prevented Planting

Your prevented planting coverage will be 60 percent of your production guarantee for timely planted acreage. If you have limited or additional levels of coverage, as specified in 7 CFR part 400, subpart T, and pay an additional premium, you may increase your prevented planting coverage to a level specified in the actuarial documents.

Signed in Washington, D.C., on June 11, 1998.

**Robert Prchal,**

*Acting Manager, Federal Crop Insurance Corporation.*

[FR Doc. 98-16147 Filed 6-19-98; 8:45 am]

BILLING CODE 3410-08-P

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-AAL-5]

#### Revision of Class E Airspace; Kotzebue, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This rule modifies Class E airspace at Kotzebue, AK. The establishment of Global Positioning system (GPS) instrument approaches to runway (RWY) 8 and RWY 26 at Kotzebue, AK, made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Kotzebue, AK.

**EFFECTIVE DATE:** 0901 UTC, August 13, 1998.

**FOR FURTHER INFORMATION CONTACT:** Robert van Haastert, Operations Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5863; fax: (907) 271-2850; email: Robert.van.Haastert@faa.dot.gov. Internet address: <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

#### SUPPLEMENTARY INFORMATION:

##### History

On April 10, 1998, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Kotzebue, AK, was published in the **Federal Register** (63 FR 17743). The proposal was necessary due to the establishment of GPS instrument approaches to RWY 8 and RWY 26.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments to the proposal were received, thus the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9E, *Airspace Designations and Reporting Points*, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1 (62 FR 52491; October 8, 1997). The Class E airspace designations listed in this document will be revised and published subsequently in the Order.

##### The Rule

This amendment to 14 CFR part 71 revises the Class E airspace at Kotzebue, AK, due to the establishment of GPS instrument approaches to RWY 8 and RWY 26. The intended effect of this proposal is to provide adequate controlled airspace for IFR operations at Kotzebue, AK.

The FAA has determined that these proposed regulations only involve an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. 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.

##### 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 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.

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of 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.*

\* \* \* \* \*

##### **AAL AK E5 Kotzebue, AK [Revised]**

Kotzebue, Ralph Wien Memorial Airport, AK (Lat. 66°53'05" N., long. 162°35'55" W.)

Kotzebue VOR/DME

(Lat. 66°53'08" N., long. 162°32'24" W.)

Hotham NDB

(Lat. 66°54'05" N., long. 162°33'52" W.)

That airspace extending upward from 700 feet above the surface within a 6.8 mile radius of the Ralph Wien Memorial Airport and within 14 miles of the Kotzebue VOR/DME extending clockwise from the 206° radial to the 130° radial and within 4 miles southeast and 8 miles northwest of the Hotham NDB 039° bearing extending from the NDB to 16 miles northeast of the NDB and within 4 miles north and 8 miles south of the Kotzebue VOR/DME 278° radial extending from the VOR/DME to 20 miles west of the VOR/DME; and that airspace extending upward from 1,200 feet above the surface within 18 miles of the Kotzebue VOR/DME clockwise from the 020° radial to the 130° radial and within 38 miles of the Kotzebue VOR/DME clockwise from the 130° radial to the 314° radial and within 4.3 miles each side of the Kotzebue VOR/DME 103° radial extending from the VOR/DME to 34 miles east of the VOR/DME; and that airspace extending upward from 5,500 feet MSL within 4.3 miles each side of the Kotzebue VOR/DME 103° radial extending from 34 miles east of the VOR/DME to 51.3 miles east of the VOR/DME; and that airspace extending upward from 7,500 feet MSL within 4.3 miles each side of the Kotzebue VOR/DME 103° radial to 51.3 miles east of the Kotzebue VOR/DME widening to 7.4 miles each side of the 103° radial at 96 miles east of the Kotzebue VOR/DME.

\* \* \* \* \*

Issued in Anchorage, AK, on June 11, 1998.  
**Trent S. Cummings,**  
*Acting Manager, Air Traffic Division, Alaskan Region.*  
 [FR Doc. 98-16307 Filed 6-19-98; 8:45 am]  
 BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 95-ASO-22]

RIN 2120-AA66

#### Establishment of VOR Federal Airway V-605; SC

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

**SUMMARY:** This action establishes Federal Airway 605 (V-605) from Holston Mountain, TN, to Spartanburg, SC. Establishing V-605 will expedite the flow of air traffic and reduce the workload for pilots and controllers. In addition, the FAA will not adopt as final the portion of the proposal to establish Federal Airway V-603 from Pulaski, VA, to Columbia, SC.

**EFFECTIVE DATE:** 0901 UTC, August 13, 1998.

**FOR FURTHER INFORMATION CONTACT:** Patricia P. Crawford, 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 June 17, 1996, the FAA proposed to amend 14 CFR part 71 (part 71) to establish two Federal Airways, V-603 and V-605 (61 FR 30550). The FAA anticipated aligning V-603 with the Pulaski Very High Frequency Omnidirectional Range (VORTAC). However, V-603 could not be certified for navigation because of problems associated with the Pulaski VORTAC. Consequently, the FAA will not adopt as final the portion of the proposal to establish V-603. Interested parties were invited, by the FAA, to participate in this rulemaking effort by submitting written comments on the proposal. No comments objecting to the proposal were received. Except for editorial changes and the decision not to adopt as final the portion of the proposal to establish V-603, this amendment is the same as that proposed in the notice. Domestic VOR Federal airways are

published in paragraph 6010(a) 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 Federal airway listed in this document will be published subsequently in the Order.

#### The Rule

This amendment to part 71 establishes Federal Airway V-605 from Holston Mountain, TN, to Spartanburg, SC. Establishing V-605 will expedite the flow of air traffic and reduce the workload for pilots and controllers. The FAA will not adopt as final the portion of the proposal to establish V-603 from Pulaski, VA, to Columbia, SC.

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 6010(a)—Domestic VOR Federal Airways*

\* \* \* \* \*

#### V-605 [New]

From Holston Mountain, TN; INT Holston Mountain 171° and Spartanburg, SC, 358° radials; to Spartanburg.

\* \* \* \* \*

Issued in Washington, DC, on June 8, 1998.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 98-15959 Filed 6-19-98; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AEA-30]

RIN 2120-AA66

#### Modification of VOR Federal Airway V-405; NY

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action modifies Federal Airway 405 (V-405) between Pawling, NY, Very High Frequency Omnidirectional Range (VOR) and the CASSH Intersection, NY. This action will enhance air traffic control (ATC) and allow for better utilization of the navigable airspace.

**DATES:** Effective 0901 UTC, August 13, 1998.

Comments for inclusion in the Rules Docket must be received on or before August 6, 1998.

**ADDRESSES:** Send comments on the rule in triplicate to: Manager, Air Traffic Division, AEA-500, Docket No. 97-AEA-30, Federal Aviation Administration, JFK International Airport, Fitzgerald Federal Building, Jamaica, NY 11430. Comments may be also sent electronically to the following Internet address: 9-Direct Rule-Comments@faa.dot.gov. Comments delivered must be marked Airspace Docket No. 97-AEA-30.

The official docket may be examined weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m., in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Patricia P. Crawford, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation