

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

* * * * *

ACE NE E5 Scottsbluff, NE [Revised]

Scottsbluff, William B. Heilig Field, NE
(lat. 41°52'27" N., long. 103°35'45" W.)

Scottsbluff VORTAC
(lat. 41°53'39" N., long. 103°28'55" W.)

William B. Heilig ILS
(lat. 41°53'01" N., long. 103°36'24" W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of William B. Heilig Field and within 4 miles south and 6 miles north of the 078° radial of the Scottsbluff VORTAC extending from the 6.8-mile radius to 11.2 miles east of the VORTAC and within 4 miles southwest and 6 miles northeast of the Scottsbluff ILS localizer course extending from the 6.8-mile radius to 17.2 miles southeast of the airport and within 4 miles northeast and 6 miles southwest of the Scottsbluff ILS localizer course extending from the 6.8-mile radius to 15.2 miles northwest of the airport and within 4 miles each side of the 256° radial of the Scottsbluff VORTAC extending from the 6.8-mile radius to 16.9 miles west of the VORTAC.

* * * * *

Issued in Kansas City, MO, on June 11, 1998.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-19671 Filed 7-22-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-16]

Amendment to Class E Airspace; Ainsworth, 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 Ainsworth, NE.

DATE: The direct final rule published at 63 FR 27480 is effective on 0901 UTC, August 13, 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 May 19, 1998 (63 FR 27480). 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 August 13, 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 June 16, 1998.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-19670 Filed 7-22-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-12]

Amendment to Class E Airspace; Knoxville, 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 Knoxville, IA. **DATES:** The direct final rule published at 63 FR 28891 is effective on 0901 UTC, August 13, 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 rule with a request for comments in the **Federal Register** on May 27, 1998 (63 FR 28891). 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 effect on August 13, 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 June 16, 1998.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-19669 Filed 7-22-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-20]

Remove Class E Airspace and Establish Class E Airspace; Springfield, MO

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 removes and establishes Class E airspace at Springfield, MO.

DATES: The direct final rule published at 63 FR 27479 is effective on 0901 UTC, August 13, 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 May 19, 1998 (63 FR 27479). 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 August 13, 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 June 19, 1998.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-19668 Filed 7-22-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AAL-8]

RIN 2120-AA66

Modification of Jet Route J-502; VOR Federal Airway V-444; and Colored Federal Airways Amber 2 and Amber 15; Alaska

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Jet Route 502 (J-502), very high frequency omnidirectional range (VOR) Federal Airway 444 (V-444), and Colored Federal Airways Amber 2 (A-2) and Amber 15 (A-15) in the State of Alaska. Specifically, this action modifies the description of J-502 by correcting the reference to the Burwash Landing navigational aid and modifies the description of V-444 to exclude airspace within Canada. In addition, this action adds the Beaver Creek, Yukon Territory (YT), Nondirectional Beacon (NDB) to the descriptions of A-2 and A-15 to make them consistent with the revised Canadian en route low altitude structure. This action does not change the dimensions or operating requirements of the airways.

EFFECTIVE DATE: 0901 UTC, October 8, 1998.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, 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:

The Rule

This action modifies J-502, V-444, A-2, and A-15, in the State of Alaska. Specifically, this action modifies the current description of J-502 from "Burwash Landing, YT, Radio Beacon (RBN)," to "Burwash, YT, NDB," and modifies the description of V-444 to exclude that airspace within Canada.

In addition, this action adds the Beaver Creek NDB to the descriptions of A-2 and A-15 to make them consistent with the revised Canadian en route low altitude structure.

This action does not change the dimensions or operating requirements of the airways.

Since this action merely involves changes in the legal description of jet routes and Federal airways, and does not involve a change in the dimensions or operating requirements of that airspace, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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.

Jet route, colored Federal airway, and Alaskan VOR Federal airway designations are published in paragraphs 2004, 6009(c) and 6010(b), respectively, 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 jet route, colored Federal airway, and Alaskan VOR Federal airway designations 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 2004—Jet Routes

* * * * *

J-502 [Revised]

From Seattle, WA; via Victoria, BC, Canada; Port Hardy, BC, Canada; Annette Island, AK; Level Island, AK; Sisters Island, AK; Burwash, YT, Canada, NDB; Northway, AK; Fairbanks, AK, to Kotzebue, AK, excluding the airspace within Canada.

* * * * *

Paragraph 6009(c)—Colored Federal Airways

* * * * *

A-2 [Revised]

From Beaver Creek, YT, Canada, NDB; Nabesna, AK, NDB; to Delta Junction, AK, NDB. From Chena, AK, NDB via Evansville, AK, NDB; to Browerville, AK, NDB. The airspace within Canada is excluded.

* * * * *

A-15 [Revised]

From Ethelda, BC, Canada, NDB via Nichols, AK, NDB; Sumner Strait, AK, NDB; Coghlan Island, AK, NDB; Haines, AK, NDB; Burwash, YT, Canada, NDB; Beaver Creek, YT, NDB; Nabesna, AK, NDB; to Delta Junction, AK, NDB. From Chena, AK, NDB; via Chandalar Lake, AK, NDB; Put River, AK, NDB. The airspace within Canada is excluded.

* * * * *

Paragraph 6010(b)—Alaskan VOR Federal Airways

* * * * *

V-444 [Revised]

From Barrow, AK, Evansville, AK, NDB; Bettles, AK; Fairbanks, AK; Big Delta, AK; Northway, AK; Burwash, YT, excluding that airspace in Canada.

* * * * *

Issued in Washington, DC, on July 17, 1998.

Reginald C. Matthews,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 98-19610 Filed 7-22-98; 8:45 am]

BILLING CODE 4910-13-P