

SIAP to Runway 32L, the TACAN SIAP to Runway 32L, the TACAN SIAP to Runway 14R, the HI-TACAN SIAP to Runway 32L, and the TACAN-A SIAP for Scott AFB/MidAmerica Airport, by increasing the radius of the existing Class D airspace, and decreasing the radius of the existing Class E airspace. This action also removes the existing Class E airspace designated as an extension to the existing Class D airspace. Finally, this action changes the name of the airport from MidAmerica Airport to Scott AFB/MidAmerica Airport.

Controlled airspace extending upward from the surface is needed to contain aircraft executing the approaches. The areas 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 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 5000 Class D Airspace

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#### AGL IL D Belleville, IL [Revised]

Scott AFB/MidAmerica Airport, IL  
(Lat. 38°32'41" N, long. 89°32'01" W)

That airspace extending upward from the surface to and including 3,000 feet MSL within a 4.8-mile radius of the Scott AFB/MidAmerica Airport.

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#### Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D or Class E Surface Area.

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#### AGL IL E4 Belleville, IL [Removed]

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#### Paragraph 6005 Class E Airspace Areas Extending Upward from 700 feet or More Above the Surface of the Earth.

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#### AGL IL E5 Belleville, IL [Revised]

Scott AFB/MidAmerica Airport, IL  
(Lat. 38°32'41" N, long. 89°50'01" W)

Scott TACAN

(Lat. 38°32'41" N, long. 89°50'58" W)

That airspace extending upward from 700 feet above the surface within a 7.3-mile radius of Scott AFB/MidAmerica Airport and within 4 miles each side of the Scott TACAN 311° radial extending from the 7.3-mile radius to 10.6 miles northwest of the airport, excluding the airspace within the St. Jacob, IL, and Cahokia, IL, Class E airspace areas.

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Issued in Des Plaines, Illinois, on December 2, 1997.

**David B. Johnson,**

*Acting Manager, Air Traffic Division.*

[FR Doc. 98–2450 Filed 1–30–98; 8:45 am]

BILLING CODE 4910–13–M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97–AGL–43]

#### Establishment of Class E Airspace; Bottineau, ND

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Bottineau, ND. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 31 has been developed for Bottineau Municipal Airport. As a result, controlled airspace extending upward from 700 to 1200 feet above ground level (AGL), and upward

from 1200 feet AGL, is needed to contain aircraft executing the SIAP and for Instrument Flight Rules (IFR) operations enroute to and at Bottineau Municipal Airport.

**EFFECTIVE DATE:** 0901 UTC, April 23, 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 Friday, October 17, 1997, the FAA proposed to amend 14 CFR part 71 to establish Class E airspace at Bottineau, ND (62 FR 53992). The proposal was to add controlled airspace extending upward from 700 to 1200 feet AGL, and upward from 1200 feet AGL, to contain 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 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 Bottineau, ND. This action provides adequate Class E airspace extending upward from 700 to 1200 feet AGL, and upward from 1200 feet AGL, for aircraft executing the GPS SIAP to RWY 31 and for IFR operations enroute to and at Bottineau Municipal 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 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 ND E5 Bottineau, ND [New]

Bottineau Municipal Airport, ND  
(Lat. 48°49'48" N, long. 100°25'00" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Bottineau Municipal Airport, and that airspace extending upward from 1200 feet above the surface within an area bounded on the north by latitude 49°00'00" N, on the east by longitude 99°49'00" W, on the south by the 10.5-mile radius of the Rugby, ND, Class E airspace, and on the west by the 47.0-mile radius of the Minot, ND, Class E airspace.

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Issued in Des Plaines, Illinois on December 15, 1997.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 98–2449 Filed 1–30–98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97–AGL–45]

#### Modification of Class E Airspace; Mankato, MN

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Mankato, MN. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 22 and a Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) or GPS SIAP to RWY 33 have been developed for Mankato Municipal Airport. Controlled airspace extending upward from the surface is needed to contain aircraft executing these SIAPs. This action increases the radius of the surface area and adds an extension to the northeast for the existing controlled airspace.

**EFFECTIVE DATE:** 0901 UTC, April 23, 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.

#### History

On Friday, October 17, 1997, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Mankato, MN (62 FR 53993). The proposal was to add controlled airspace extending upward from the surface 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 a surface area for an airport are published in paragraph 6002, and 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 designations 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 Mankato, MN. This action provides adequate Class E airspace extending upward from the surface for aircraft executing the GPS RWY 22 SIAP, the VOR/DME or GPS RWY 33 SIAP, and for IFR operations at Mankato Municipal Airport by increasing the radius of the surface area and adding an extension to the northeast for the existing controlled airspace. 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 Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows: