

Model A310 and A300-600 series airplanes, equipped with Pratt & Whitney engines of various models, including Model PW4151. The designation should be Model PW4152. The engine model designated PW4151 in the applicability statement of the published AD does not exist.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of this AD remains July 2, 1998.

#### § 39.13 [Corrected]

On page 29097, in the second column, the applicability statement of AD 98-11-19 is corrected to read as follows:

\* \* \* \* \*

“Applicability: Model A310 and A300-600 series airplanes, equipped with Pratt & Whitney Model JT9D-7R4D1, JT9D-7R4E1, JT9D-7R4H1, PW4152, PW4156A, or PW4158 engines; certificated in any category.”

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Issued in Renton, Washington, on November 25, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-32097 Filed 12-3-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ASO-12]

#### Establishment of Class D and E Airspace, Amendment to Class D and E Airspace; Montgomery, AL

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

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies Class D and E surface areas airspace for Montgomery Regional Airport—Dannelly Field, Montgomery, AL, and establishes Class D and E surface areas airspace for Maxwell AFB, AL. Presently, Maxwell AFB is contained within the Montgomery, AL, Class D and E airspace areas. As a result of this action, the Montgomery, AL, Class D and E airspace to the surface will be reduced concurrent with the establishment of the Class D and E airspace areas for Maxwell AFB.

**EFFECTIVE DATE:** 0901 UTC, January 28, 1999.

**FOR FURTHER INFORMATION CONTACT:** Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal

Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

#### SUPPLEMENTARY INFORMATION:

##### History

On October 9, 1998, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class D and E surface areas airspace at Montgomery Regional Airport—Dannelly Field, Montgomery, AL, and establishing Class D and E surface areas airspace for Maxwell AFB, AL, (63 FR 54403). This action provides adequate Class D and E surface areas airspace for IFR operations at Montgomery Regional Airport—Dannelly Field, Montgomery, AL, and establishes Class D and E surface areas airspace at Maxwell AFB, AL. Maxwell AFB currently is included in the Montgomery, AL, Class D and E airspace areas. Class D designations and Class E airspace areas designated as surface areas for an airport are published in Paragraphs 5000 and 6002 respectively of FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR part 71.1. The Class D and E airspace designations listed in this document will be published subsequently in the Order.

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.

##### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends Class D and E airspace at Montgomery Regional Airport—Dannelly Field, Montgomery, AL, and establishes Class D and E airspace at Maxwell AFB, AL. Class D and E airspace to the surface is required to accommodate current Standard Instrument Approach Procedures (SIAP's) and contain Instrument Flight Rules (IFR) operations at Maxwell AFB.

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. 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 11304; 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 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; EO 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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

*Paragraph 5000 Class D Airspace*

\* \* \* \* \*

#### ASO AL D Maxwell AFB, AL [New]

Maxwell AFB

(Lat. 32°22'45"N, long. 86°21'45"W)

Montgomery Regional Airport—Dannelly Field, AL

(Lat. 32°18'02"N, long. 86°23'38"W)

Montgomery VORTAC

(Lat. 32°13'20"N, long. 86°19'11"W)

That airspace extending upward from the surface to and including 2,200 feet MSL within a 5-mile radius of Maxwell AFB, excluding that airspace south of a line 2.5 miles north of and parallel to RWY 10-28 at Montgomery Regional Airport—Dannelly Field and southwest of a line along the Montgomery VORTAC 320° radial. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

#### ASO AL D Montgomery, AL [Revised]

Montgomery Regional Airport—Dannelly Field, AL

(Lat. 32°18'02"N, long. 86°23'38"W)

Maxwell AFB

(Lat. 32°22'45"N, long. 86°21'45"W)

Montgomery VORTAC

(Lat. 32°13'20"N, long. 86°19'11"W)

That airspace extending upward from the surface to and including 2,700 feet MSL within a 5-mile radius of Montgomery Regional Airport—Dannelly Field, excluding that airspace north of a line 2.5 miles north of and parallel to RWY 10–28 at Montgomery Regional Airport—Dannelly Field and northeast of a line along the Montgomery VORTAC 320° radial. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6002 Class E airspace designated as surface areas*

\* \* \* \* \*

#### **ASO AL E2 Maxwell AFB, AL [New]**

Maxwell AFB

(Lat. 32°22'45"N, long. 86°21'45"W)

Montgomery Regional Airport—Dannelly Field, AL

(Lat. 32°18'02"N, long. 86°23'38"W)

Montgomery VORTAC

(Lat. 32°13'20"N, long. 86°19'11"W)

Within a 5-mile radius of Maxwell AFB, excluding that airspace south of a line 2.5 miles north of and parallel to RWY 10–28 at Montgomery Regional Airport—Dannelly Field and southwest of a line along the Montgomery VORTAC 320° radial. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

#### **ASO AL E2 Montgomery, AL [Revised]**

Montgomery Regional Airport—Dannelly Field, AL

(Lat. 32°18'02"N, long. 86°23'38"W)

Maxwell AFB

(Lat. 32°22'45"N, long. 86°21'45"W)

Montgomery VORTAC

(Lat. 32°13'20"N, long. 86°19'11"W)

Within a 5-mile radius of Montgomery Regional Airport—Dannelly Field, excluding that airspace north of a line 2.5 miles north of and parallel to RWY 10–28 at Montgomery Regional Airport—Dannelly Field and northeast of a line along the Montgomery VORTAC 320° radial. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in College Park, Georgia, on November 19, 1998.

**Nancy B. Shelton,**

*Acting Manager, Air Traffic Division, Southern Region.*

[FR Doc. 98–32247 Filed 12–3–98; 8:45 am]

BILLING CODE 4910–13–M

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Airspace Docket No. 98–AEA–37]

#### **Amendment to Class D Airspace and Class E Airspace; Rome, NY**

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

**ACTION:** Final rule.

**SUMMARY:** This action removes Class D airspace and Class E airspace extensions at Griffiss Airfield, Rome, NY. The airport has been closed and all instrument procedures for the airport have been cancelled. The need for Class D and the Class E airspace extensions no longer exists for Instrument Flight Rules (IFR) operations at the airport. This action will result in the airspace reverting to Class G airspace.

**EFFECTIVE DATE:** 0901 UTC, March 25, 1999.

**FOR FURTHER INFORMATION CONTACT:** Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA–520, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553–4521.

#### **SUPPLEMENTARY INFORMATION:**

#### **History**

On October 2, 1998, a proposal to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to remove the Class D airspace and associated Class E airspace extensions at Griffiss Airfield, Rome, NY, was published in the **Federal Register** (63 FR 52996).

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

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designations for airspace extending upward from 700 feet AGL are published in paragraph 6005 of FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be removed subsequently from the Order.

#### **The Rule**

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR

Part 71) removes Class D airspace and the Class E airspace extensions at Rome, NY. The required criteria for Class D airspace and the Class E airspace extensions at Griffiss Airfield no longer exists since the instrument approach procedures to the Griffiss Airfield have been cancelled. These areas will be removed from the 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 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—[AMENDED]**

1. The authority citation for 14 CFR Part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

#### **§71.1 [Amended]**

The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

*Paragraph 5000 Class D airspace.*

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**AEA NY D Rome, NY [Removed]**

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*Paragraph 6004 Class E airspace areas designated as an extension to a Class D surface area.*

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**AEA NY E–4 Rome, NY [Removed]**

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