

Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

Accordingly, 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.*

\* \* \* \* \*

#### ACE NE E5 Valentine, Miller Field, NE [Revised]

##### Miller Field, NE

(Lat. 42°51'28" N., long. 100°32'50" W.)

##### Valentine NDB

(Lat. 42°51'42" N., long. 100°32'59" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Miller Field and within 2.6 miles each side of the 149° bearing from the Valentine NDB extending from the 6.5-mile radius to 7.9 miles southeast of the airport.

\* \* \* \* \*

Issued in Kansas City, MO, on December 30, 1997.

**Christopher R. Blum,**

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

[FR Doc. 98-3966 Filed 2-18-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-ACE-12]

#### Amendment to Class E Airspace; Topeka, Philip Billard Municipal Airport, KS; Correction

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date and correction.

**SUMMARY:** This document confirms the effective date of a direct final rule which revises Class E airspace at Topeka, Philip Billard Municipal Airport, KS, and corrects an error in the airspace designation as published in the direct final rule.

**DATES:** The direct final rule published at 62 FR 53743 is effective on 0901 UTC February 26, 1998.

The correction is effective on 0901 UTC February 26, 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:** On October 16, 1997, the FAA published in the **Federal Register** a direct final rule and request for comments which modified the Class E airspace at Topeka, Philip Billard Municipal Airport, KS (FR Document 97-27382, 62 FR 53743, Airspace Docket No. 97-ACE-12). An error was subsequently discovered in the Class E airspace designation. This action corrects that error and confirms the effective date of the direct final rule.

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 with the comment period, the regulation would become effective on February 26, 1998. No adverse comments were received, and thus this document confirms that this direct final rule will become effective on that date.

#### Correction

In rule FR Doc. 97-27382 published in the **Federal Register** on October 16, 1997, 62 FR 53743, make the following correction to the Topeka, Philip Billard Municipal Airport, KS, Class airspace

designation incorporated by reference in 14 CFR 71.1:

##### § 71.1 [Corrected]

On page 53744, in the second column, in the airspace designation, line 12, correct "025°" to read "030°".

Issued in Kansas City, MO, on January 28, 1998.

**Christopher R. Blum,**

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

[FR Doc. 98-3974 Filed 2-18-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-ACE-16]

#### Amendment to Class E Airspace, Keokuk, IA; Correction

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date and correction.

**SUMMARY:** This document confirms the effective date of a direct final rule which revises Class E airspace at Keokuk, IA, and corrects an error in the airspace designation as published in the direct final rule.

**DATES:** The direct final rule published at 62 FR 58644 is effective on 0901 UTC April 23, 1998.

The correction is effective on 0901 UTC April 23, 1998.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64016; telephone: (816) 426-3408.

**SUPPLEMENTARY INFORMATION:** On October 30, 1997, the FAA published in the **Federal Register** a direct final rule and request for comments which modified the Class E airspace at Keokuk, IA (FR Document 97-28750, 62 FR 58644, Airspace Docket No. 97-ACE-16). An error was subsequently discovered in the Class E airspace designation. This action corrects that error and confirms the effective date of the direct final rule.

The FAA used 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