

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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ANM MT E5 Stevensville, MT [New]

Stevensville Airport, MT
(Lat. 46°31'30" N, long. 114°03'04" W)

That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at lat. 46°46'00" N, long. 114°07'00" W; to lat. 46°46'00" N, long. 113°58'00" W; to lat. 46°40'00" N, long. 113°50'00" W; to lat. 46°30'00" N, long. 113°50'00" W; to lat. 46°24'00" N, long. 113°58'00" W; to lat. 46°24'00" N, long. 114°10'00" W; to lat. 46°40'00" N, long. 114°10'00" W; thence to point of beginning, excluding that portion within the Missoula, MT Class E airspace area.

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Issued in Seattle, Washington, on February 2, 1998.

Glenn A. Adams III,

*Assistant Manager, Air Traffic Division,
Northwest Mountain Region.*

[FR Doc. 98-4769 Filed 2-24-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ANM-20]

Proposed Revision of Class E Airspace, Livingston, MT, and Butte, MT, and Removal of Class E Airspace, Coppertown, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Proposed Rulemaking (NPRM).

SUMMARY: This proposed rule would combine the Coppertown, MT, Class E airspace area with the existing Butte, MT, Class E airspace area. This combined airspace area would be designated the Butte, MT, Class E airspace area. This proposal would also amend the adjacent Class E Airspace at Livingston, MT, by providing additional controlled airspace to accommodate the development of new Standard Instrument Approach Procedures (SIAP) utilizing the Global Positioning System (GPS) at the Livingston Airport.

DATES: Comments must be received on or before April 13, 1998.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Airspace Branch, ANM-520, Federal Aviation Administration, Docket No.

97-ANM-20, 1601 Lind Avenue SW, Renton, Washington 98055-4056.

The official docket may be examined in the office of the Assistant Chief Counsel for the Northwest Mountain Region at the same address.

An informal docket may also be examined during normal business hours in the office of the Manager, Air Traffic Division, Airspace Branch, at the address listed above.

FOR FURTHER INFORMATION CONTACT: Dennis Ripley, ANM-520.6, Federal Aviation Administration, Docket No. 97-ANM-20, 1601 Lind Avenue SW, Renton, Washington 98055-4056; telephone number: (425) 227-2577.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire, comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 97-ANM-20." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination at the address listed above both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Airspace Branch, ANM-520, 1601 Lind Avenue SW, Renton, Washington 98055-4056. Communications must

identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

The Proposal

The FAA is considering an amendment to Title 14 Code of Federal Regulations, part 71 (14 CFR 71) to remove Coppertown, MT, Class E airspace while revising Class E airspace at Livingston, MT, and Butte, MT. The proposal enlarges Butte, MT, airspace by combining it with Coppertown, MT, airspace. The incorrectly named Coppertown, MT, airspace does not serve an airport, has no associated town, and is solely a navigational aid located close to Butte, MT. This amendment would also provide the additional airspace necessary to fully encompass the GPS-A SIAP to the Livingston Airport, Livingston, MT. Additionally, this amendment proposes to revise the common airspace boundaries where Livingston, MT, and Butte, MT, airspace areas meet in order to better distribute the airspace serving the respective airports and to provide for easier cartography. The intended effect of this proposal would be to provide safe and efficient use of the navigable airspace and to promote safe Instrument Flight Rules operations between the terminal and en route transition stages.

The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E 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 designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed 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 11034; February 26, 1979); (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 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).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

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ANM MT E5 Coppertown, MT [Removed]

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ANM MT E5 Butte, MT [Revised]

Bert Mooney Airport, Butte, MT

(Lat. 45°57'17" N, long. 112°29'51" W)

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 46°20'30" N, long. 112°48'33" W; to lat. 46°10'30" N, long. 113°07'03" W; to lat. 45°57'05" N, long. 112°47'43" W; to lat. 45°51'20" N, long. 112°27'33" W; to lat. 46°03'20" N, long. 112°20'03" W; to lat. 46°18'30" N, long. 112°30'33" W; thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 45°35'00" N, long. 113°05'00" W; to lat. 46°37'00" N, long. 113°05'00" W; to lat. 46°37'00" N, long. 112°26'00" W; to lat. 46°16'00" N, long. 112°00'00" W; to lat. 45°35'00" N, long. 112°00'00" W; thence to point of beginning; excluding that airspace within Federal airways, and the Helena, MT, the Dillion, MT, and the Missoula, MT, Class E airspace areas.

ANM MT E5 Livingston, MT [Revised]

Mission Field, Livingston, MT

(Lat. 45°41'58" N, long. 110°26'54" W)

That airspace extending upward from 700 feet above the surface within a 4.2-mile radius of the Livingston Airport, and that airspace bounded by a line beginning at lat. 45°40'30" N, long. 110°15'20" W; to lat. 45°47'30" N, long. 110°15'30" W; to lat. 45°47'30" N, long. 110°23'00" W; to lat. 46°02'20" N, long. 110°31'00" W; to lat. 45°58'00" N, long. 110°47'15" W; to lat. 45°38'45" N, long. 110°37'00" W, thence to point of beginning and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at lat. 46°16'00" N, long. 112°00'00" W; to lat. 46°37'00" N, long. 111°30'00" W; to lat. 46°37'00" N, long. 110°43'00" W; to lat. 46°00'00" N; to long. 110°29'00" W; to lat. 46°00'00" N, long. 109°30'00" W; to lat. 45°30'00" N, long. 109°30'00" W; to lat. 45°30'00" N, long. 112°00'00" W; thence to point of beginning, excluding that airspace within Federal airways, the Helena, MT, and the Billings, MT, Class E airspace areas.

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Issued in Seattle, Washington, on February 2, 1998.

Glenn A. Adams III,

Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 98–4768 Filed 2–24–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD08–95–028]

Drawbridge Operating Regulation; Red River, LA

AGENCY: Coast Guard, DOT.

ACTION: Notice; withdrawal of proposed rule.

SUMMARY: The Coast Guard is withdrawing a notice of proposed rulemaking to amend the regulation for the draws of the two swing span railroad bridges over the Red River, miles 227.0 and 228.2, near Shreveport, Louisiana. The proposed rule did not meet the reasonable needs of navigation. The Coast Guard is withdrawing the notice of proposed rulemaking and terminating this rulemaking.

DATES: The proposed rule is withdrawn effective February 25, 1998.

ADDRESSES: Unless otherwise indicated, documents referred to in this notice are available for inspection or copying at the office of the Eighth Coast Guard District, Bridge Administration Branch,

Hale Boggs Federal Building, room 1313, 501 Magazine Street, New Orleans, Louisiana 70130–3396 between 7 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The telephone number is (504) 589–2965. Commander (ob) maintains the public docket for this rulemaking.

FOR FURTHER INFORMATION CONTACT:

Mr. David Frank, Bridge Administration Branch, Commander (ob), Eighth Coast Guard District, 501 Magazine St., New Orleans, LA, 70130–3396, telephone number 504–589–2965.

SUPPLEMENTARY INFORMATION:

Regulatory History

On April 8, 1996, the Coast Guard published a notice of proposed rulemaking (NPRM) in the **Federal Register** (61 FR 15437). The NPRM proposed to change the requirement that the draws of the two swing span railroad bridges over the Red River, miles 227.0 and 228.2, near Shreveport, Louisiana, be opened on signal for passage of vessels, Monday through Friday, during daylight hours only, with five days prior written notice. The draws presently open on signal with 48 hours advance notice.

The Coast Guard received 12 letters in response to the NPRM objecting to the proposed rule. The majority of the respondents objected to a five day advanced notice opening requirement as burdensome. Respondents indicated this was particularly true given the number of stabilization projects and increased trade on this stretch of the Red River. The applicant was given an opportunity to address the objections. The applicant has not addressed the concerns of these objectors and has not offered an alternative proposal.

The Coast Guard agreed with the comments that the proposal was too burdensome and did not meet the reasonable needs of vessel traffic. The Kansas City Southern Railway Company, owner of one of the bridges in question, has not offered an alternative proposal. The Coast Guard is, therefore, withdrawing the notice of proposed rulemaking and terminating further rulemaking on this proposal (CGD08–95–028).

Dated: February 10, 1998.

T.W. Josiah,

Rear Admiral, U.S. Coast Guard, Commander Eighth Coast Guard District.

[FR Doc. 98–4835 Filed 2–24–98; 8:45 am]

BILLING CODE 4910–14–M