

Agency Findings

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory 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 Part 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.

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ACE NE E5 Aurora, NE [Revised]

Aurora Municipal Airport, NE
(Lat. 40°53'39"N., long. 97°59'40" W.)
Aurora NDB

(Lat. 40°53'33"N., long. 97°59'50" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Aurora Municipal Airport and within 2.2 miles each side of the 357° bearing from the Aurora NDB extending from the 6.4-mile radius to 7.4 miles north of the airport.

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Issued in Kansas City, MO, on March 9, 1998.

Jack L. Skelton,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-7908 Filed 3-25-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ACE-33]

Amendment to Class E Airspace; Norfolk, NE; Correction

AGENCY: Federal Aviation Administration, DOT.

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

SUMMARY: This notice confirms the effective date of a direct final rule which revises the Class E airspace at Norfolk, Karl Stefan Municipal Airport, NE, and amends the effective date as published. **DATES:** The direct final rule published at 63 FR 2888 is effective on 0901 UTC, April 23, 1998.

This correction is effective 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 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: On January 20, 1998, the FAA published in the **Federal Register** a direct final rule; request for comments which modified the Class E airspace at Norfolk, Karl Stefan Municipal Airport, NE (FR Doc. 98-1228, 63 FR 2888, Airspace Docket No. 97-ACE-33). The effective date of the document is amended to coincide with the chart change date.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require adoption of the rule. The FAA has determined that these corrections will not change the meaning of the action nor add any additional burden on the public beyond that already published. This action amends and confirms the effective date of the direct final rule.

The FAA uses the direct final rulemaking procedure 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 April 23, 1998, the effective date as herein amended. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Correction

In rule FR Doc. 98-1228 published in the **Federal Register** on January 20, 1998, 63 FR 2888, make the following correction to the Norfolk, Karl Stefan Municipal Airport, NE, Class E airspace designation incorporated by reference in 14 CFR 71.1:

§ 71.1 [Corrected]

On page 2888 in the second column, after **DATES**, correct "April 20, 1998," to read, "April 23, 1998."

Issued in Kansas City, MO, on February 25, 1998.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-7907 Filed 3-25-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ACE-32]

Amendment to Class E Airspace; Columbus NE; Correction

AGENCY: Federal Aviation Administration, DOT.

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

SUMMARY: This notice confirms the effective date of a direct final rule which revises the Class E airspace at Columbus Municipal Airport, NE, and amends the effective date as published.

DATES: The direct final rule published at 63 FR 2887 is effective on 0901 UTC, April 23, 1998.

This correction is effective April 23, 1998.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration 601 East 12th