

public interest require adoption of the rule. The FAA has determined that this correction will not change the meaning of the action nor add any additional burden on the public beyond that already published. This action corrects the state identification 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 within the comment period, the regulation would become effective on December 3, 1998. 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. 98-21475 published in the **Federal Register** on August 11, 1998, 63 FR 42692, make the following correction to the Denison Municipal Airport, state identification incorporated by reference in 14 CFR 71.1:

§ 71.1 [Corrected]

ACE IA E5 Denison, IA [Corrected]

On page 42693, in the third column, under ACE IA Denison, IA [Revised] change "Denison Municipal Airport, KS" to read "Denison Municipal Airport, IA."

Issued in Kansas City, MO on September 22, 1998.

Donald F. Hensley,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-27256 Filed 10-8-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-27]

Amendment to Class E Airspace; Ottumwa, IA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at Ottumwa, IA.

DATES: The direct final rule published at 63 FR 44127 is effective on 0901 UTC, December 3, 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: The FAA published this direct final rule with a request for comments in the **Federal Register** on August 18, 1998 (63 FR 44127). 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 within the comment period, the regulation would become effective on December 3, 1998. NO adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on September 22, 1998.

Donald F. Hensley,

Acting Manager, Air Traffic Division, Central Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-26]

Amendment to Class E Airspace; Clinton, IA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at Clinton, IA.

DATES: The direct final rule published at 63 FR 44378 is effective on 0901 UTC, December 3, 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: The FAA published this direct final rule with a request for comments in the **Federal Register** on August 19, 1998 (63 FR 44378). 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 within the comment period, the regulation would become effective on December 3, 1998. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

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Donald F. Hensley,

Acting Manager, Air Traffic Division, Central Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-43]

Amendment to Class E Airspace; Meade, KS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends the Class E airspace area at Meade Municipal Airport, Meade, KS. The FAA has developed Global Positioning System (GPS) Runway (RWY) 17, GPS RWY 35, and Nondirectional Radio Beacon (NDB) RWY 17 Standard Instrument Approach Procedures (SIAPs) to serve Meade Municipal Airport, KS. Additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate these SIAPs and for Instrument Flight Rules (IFR) operations at this airport. The enlarged area will contain the new GPS RWY 17, GPS RWY 35, and NDB RWY 17 SIAPs in controlled airspace.

In addition, a minor revision to the geographic coordinates for the Airport Reference Point (ARP) is included in this document. The intended effect of this rule is to provide controlled Class E airspace for aircraft executing the GPS RWY 17, GPS RWY 35, and NDB RWY 17 SIAPs, revise the coordinates for the Meade Municipal Airport ARP, and to segregate aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual conditions.