

forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(h) Questions or technical information related to Grob Service Bulletin TM 817-45, dated July 27, 1995, should be directed to Grob-Werke GmbH & Co. KG, Unternehmensbereich, Burkhart Grob Flugzeugbau, Flugplatz Mattsies, 86874 Tussenhausen, Germany. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(i) The inspection required by this AD shall be done in accordance with Grob Service Bulletin TM 817-45, dated July 27, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Grob-Werke GmbH & Co. KG, Unternehmensbereich, Burkhart Grob Flugzeugbau, Flugplatz Mattsies, 86874 Tussenhausen, Germany. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**Note 3:** The subject of this AD is addressed in German AD 95-362 Grob, dated September 27, 1995.

(j) This amendment becomes effective on December 17, 1998.

Issued in Kansas City, Missouri, on November 2, 1998.

**Michael Gallagher,**  
*Manager, Small Airplane Directorate, Aircraft Certification Service.*  
 [FR Doc. 98-30048 Filed 11-10-98; 8:45 am]  
 BILLING CODE 4910-13-U

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 98-ACE-28]

**Amendment to Class E Airspace; Fairbury, NE**

**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 Fairbury, NE.

**DATES:** The direct final rule published at 63 FR 49282 is effective on 0901 UTC, January 28, 1999.

**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 September 15, 1998 (63 FR 49282). 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 January 28, 1999. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on the date.

Issued in Kansas City, MO on October 26, 1998.

**Christopher R. Blum,**  
*Acting Manager, Air Traffic Division, Central Region.*  
 [FR Doc. 98-30244 Filed 11-10-98; 8:45 am]  
 BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 98-ACE-25]

**Amendment to Class E Airspace; Muscatine, IA**

**AGENCY:** Federal Aviation Administration [FAA], DOT

**ACTION:** Final rule.

**SUMMARY:** This amendment revises the Class E airspace area at Muscatine, IA, to accommodate the Global Positioning System (GPS) Runway (RWY) 6 and VHF Omnidirectional Range (VOR) RWY 24 Standard Instrument Approach Procedures (SIAPs) at Muscatine Municipal Airport. This action will provide for additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) for Instrument Flight Rules (IFR) operations at Muscatine Municipal Airport, Muscatine, IA. A minor correction is also being made in the geographic position coordinates of Port City VOR/DME.

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

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 E. 12th Street, Kansas City, MO 64106; telephone: (816) 426-3408.

**SUPPLEMENTARY INFORMATION:**

**History**

On September 3, 1998, the FAA proposed to amend part 71 of the Federal Regulations (14 CFR part 71) by revising the Class E airspace area at Muscatine, IA (63 FR 46936). The proposed action would provide additional controlled airspace to accommodate the GPS RWY 6 and VOR RWY 24 SIAPs at the Muscatine Municipal Airport. A minor correction is also being made in the geographic position coordinates of the Port City VOR/DME.

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. Class E airspace areas extending from 700 feet or more above the surface of the earth are published in paragraphs 6005 of FAA Order 7400.9F, Airspace Designations and Reporting Points, 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 published subsequently in the Order.

**The Rule**

This amendment to part 71 of the Federal Regulations (14 CFR part 71) amends the Class E airspace area at Muscatine, IA, by providing additional controlled airspace for aircraft executing the GPS RWY 6 and VOR RWY 24 SIAPs to the Muscatine Municipal Airport. This action also corrects the geographic position coordinates of the Port City VOR/DME.

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 a significant economic impact on a substantial number of small entities