

Document 98-29297, 63 FR 58628, Airspace Docket No. 98-AWP-23). An error was subsequently discovered in the publication of the docket. The docket failed to cite properly the coordinates for the Reno ILS localizer in the airspace legal description. The error was an inadvertent omission, and the correction included in this document has no substantive effect on the airspace action. After 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 the correction will not change the meaning of the action, nor will it add any burden on the public beyond that already published. This action corrects the 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. The 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; therefore this document confirms that the direct final rule will become effective on January 28, 1999.

**Correction**

In the rule FR Doc. 98-29297 published in the **Federal Register** on November 2, 1998, 63 FR 58628, make the following correction to the airspace description on page 58629, in the middle column:

*Paragraph 6003 Class E Airspace Areas Designated as an Extension*

\* \* \* \* \*

**AWP NV E3 Reno, NV [Revised]**

Reno/Tahoe International Airport, NV  
(Lat. 39°29'55" N., long. 119°46'05" W.)  
I-RNO Localizer  
(Lat. 39°28'50" N., long. 119°46'10" W.)

That airspace extending upward from the surface within 1.8 miles each side of the I-RNO localizer north course extending from the 5-mile radius of Reno/Tahoe International Airport to 13.1 miles north of the localizer, and within 1.8 miles each side of the I-RNO localizer south course, extending from the 5-mile radius of the airport to 9.7 miles south of the localizer.

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Issued in Los Angeles, California on December 11, 1998.

**John G. Clancy,**  
*Manager, Air Traffic Division, Western-Pacific Region.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 98-AWP-22]

**Establishment of Class E Airspace; Metropolitan Oakland International Airport, California; Correction**

**AGENCY:** Federal Aviation Administration (FAA), DOT.  
**ACTION:** Direct final rule; confirmation of effective date and correction.

**SUMMARY:** This document confirms the effective date of a direct final rule which establishes a Class E airspace area consisting of airspace extending upward from the surface designated as an extension to the Class C surface area at Metropolitan Oakland International Airport, California. This document also corrects the airspace legal description that was published incorrectly in the direct final rule; request for comments. Two airspace reference points, the Oakland VORTAC and the I-OAK Localizer, have been incorporated into the legal description to identify the airspace dimensions. This correction is editorial in nature and does not affect the substance of the airspace action.

**DATES:** The direct final rule published in 63 FR 58629 is effective at 0901 UTC, January 28, 1999. The correction is also effective on January 28, 1999.

**FOR FURTHER INFORMATION CONTACT:** Jeri Carson, Air Traffic Division, Airspace Specialist, AWP-520.11, Federal Aviation Administration, Western-Pacific Region, 15000 Aviation Boulevard, Lawndale, California 90261; telephone (310) 725-6611.

**SUPPLEMENTARY INFORMATION:** On November 2, 1998, the FAA published in the **Federal Register** a direct final rule; request for comments which established a Class E airspace area consisting of airspace extending upward from the surface designated as an extension to the Class C surface area at Metropolitan Oakland International Airport, California. (FR Document 98-29299, 63 FR 58629, Airspace Docket No. 98-AWP-22). An error was subsequently discovered in the publication of the docket. The docket failed to cite two necessary geographic

reference points in the airspace legal description. The error was an inadvertent omission, and the correction included in this document has no substantive effect on the airspace action. After 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 the correction will not change the meaning of the action, nor will it add any burden on the public beyond that already published. This action corrects the 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. The 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; therefore this document confirms that the direct final rule will become effective on January 28, 1999.

**Correction**

In rule FR Doc. 98-29299 published in the **Federal Register** on November 2, 1998, 63 FR 58629, on page 58630, in the middle column, make the following correction to the airspace description:

*Paragraph 6003 Class E Airspace Areas Designated as an Extension*

\* \* \* \* \*

**AWPCA E3 Oakland, CA [New]**

Metropolitan Oakland International Airport, CA  
(Lat. 37°43'17" N., long. 122°13'15" W.)  
I-OAK Localizer  
(Lat. 37°43'54" N., long. 122°13'34" W.)  
Oakland VORTAC  
(Lat. 37°43'33" N., long. 122°13'25" W.)

That airspace extending upward from the surface within 2.7 miles each side of the I-OAK Localizer east course extending from the 5-mile radius of the airport to 8.5 miles east of the Oakland VORTAC, excluding that airspace within the Hayward, CA Class D airspace area when it is effective.

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**John G. Clancy,**  
*Manager, Air Traffic Division, Western-Pacific Region.*

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