

**ACE KS E5 Liberal, KS [Revised]**

Liberal Municipal Airport, KS  
(Lat. 37°02'39"N., long. 100°57'36"W.)  
Liberal VORTAC  
(Lat. 37°02'40"N., long. 100°58'16"W.)  
Liberal Municipal Airport ILS  
(Lat. 37°03'27"N., long. 100°57'23"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Liberal Municipal Airport and within 2.6 miles each side of the 027° radial of the Liberal VORTAC extending from the 6.4-mile radius to 8.7 miles northeast of the VORTAC and within 2.6 miles each side of the 153° radial of the Liberal VORTAC extending from the 6.4-mile radius to 8.7 miles southeast of the VORTAC and within 3 miles either side of the ILS localizer course extending from the 6.4-mile radius to 12 miles south of the airport and within 3 miles each side of the 206° radial of the Liberal VORTAC extending from the 6.4-mile radius to 8.7 miles southwest of the VORTAC.

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Issued in Kansas City, MO, on December 16, 1998.

**Christopher R. Blum,**

*Acting Manager, Air Traffic Division,  
Central Region.*

[FR Doc. 99-990 Filed 1-14-99; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 98-ACE-47]

**Amendment to Class E Airspace;  
Grinnell, 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 Grinnell, IA.

**DATES:** The direct final rule published at 63 FR 64181 is effective on 0901 UTC, March 25, 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 November 19, 1998 (63 FR 64181). 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 March 25, 1999. 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 December 29, 1998.

**Jack L. Skelton,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 99-992 Filed 1-14-99; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 98-ACE-46]

**Amendment to Class E Airspace;  
Concordia, KS**

**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 Concordia, KS.

**DATES:** The direct final rule published at 63 FR 63140 is effective on 0901 UTC, March 25, 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 November 12, 1998 (63 FR 63140). 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 March 25, 1999. 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 December 29, 1998.

**Jack L. Skelton,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 99-993 Filed 1-14-99; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 98-AEA-14]

RIN 2120-AA66

**Amendment of Legal Description of Jet Route J-522 in the Vicinity of Rochester, NY**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends the legal description of Jet Route 522 (J-522) in the Rochester, NY, area, between the Toronto Flight Information Region/Control Area (FIR/CTA) and the Hancock Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME), NY. Specifically, this action adds Rochester as a navigation facility and changeover point on J-522. This action will enhance the management of air traffic operations and allow for better utilization of the navigable airspace.

**EFFECTIVE DATE:** Effective 0901 UTC, March 25, 1999.

**FOR FURTHER INFORMATION CONTACT:** Ms. Sheri Edgett Baron, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:**

**The Rule**

This action amends 14 CFR part 71 by amending the legal description of J-522 located in the Rochester, NY, area, between the Toronto FIR/CTA and the Hancock VOR/DME. The FAA is taking this action to enhance the management of air traffic operations and allow for better utilization of the navigable airspace. The segment of J-522 between KLOPS DME Fix and the EXTOL Intersection is unusable for navigation in the current configuration and must be realigned. Realignment J-522 by adding Rochester as a navigation facility and changeover point will allow the airway to be used for navigation.

Since this action merely involves changes in the legal description of J-