

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 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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ACE MO E5 Perryville, MO [Revised]

Perryville Municipal Airport, MO
(Lat. 37°52'07" N., long. 89°51'44" W.)
Farmington VORTAC, MO
(Lat. 37°40'24" N., long. 90°14'03" W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Perryville Municipal Airport and within 1.8 miles each side of the 057° radial of the Farmington VORTAC extending from the 6.6-mile radius to 8.2 miles southwest of the airport.

Issued in Kansas City, MO, on January 8, 1999.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division Central Region.
[FR Doc. 99–1558 Filed 1–25–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–ANE–95]

Amendment to Class E Airspace; Rockland, ME

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; correction.

SUMMARY: This action corrects the description of revised Class E airspace at Rockland, ME (KRKD) published in the **Federal Register** on December 24, 1998 (63 FR 71218). That action was necessary due to the relocation of the Sprucehead Non-Directional Beacon (NDB) and to provide adequate controlled airspace for two new standard instrument approaches to the Rockland, Knox County Regional Airport.

DATES: Effective 0901 UTC, January 28, 1999.

Comments for inclusion in the Rules Docket must be received on or before January 23, 1999.

ADDRESSES: Send comments on the rule to: Manager, Airspace Branch, ANE–520, Federal Aviation Administration, Docket No. 98–ANE–95, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7520; fax (781) 238–7596. Comments may also be sent electronically via the internet to the following address: "9-ne-airspace@faa.gov" Comments sent electronically must indicate Docket 98–ANE–95 in the subject line.

The official docket file may be examined in the Office of the Regional Counsel, New England Region, ANE–7, Room 401, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7050; fax (781) 238–7055.

An informal docket may also be examined during normal business hours in the Air Traffic Division, Room 408, by contacting the Acting Manager, Airspace Branch at the first address listed above.

FOR FURTHER INFORMATION CONTACT: David T. Bayley, Air Traffic Division, Airspace Branch, ANE–520.3, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7523; fax (781) 238–7596.

SUPPLEMENTARY INFORMATION:

On December 24, 1998, the FAA published in the **Federal Register** a direct final rule revising the Class E airspace at Rockland, ME (KRKD) due to

relocation of the Sprucehead Non-Directional Beacon (NDB) and to provide adequate controlled airspace for two new standard instrument approaches to the Rockland, Knox County Regional Airport (63 FR 71218). Since publication of that direct final rule, the FAA has determined that longitude and latitude coordinates of the Rockland, Knox County Regional Airport must be corrected slightly to reflect the results of a survey taken in February 1998, and that the revised description of Class E airspace at Rockland, ME need not reference the Sprucehead NDB because the airspace is now based solely on the airport location. This action makes those corrections to the revised airspace description.

Correction to the Direct Final Rule

Accordingly, pursuant to the authority delegated to me, the amendment to Class E airspace at Rockland, ME as published in the **Federal Register** on December 24, 1998 (63 FR 71218), **Federal Register** document 98–34166: page 71219, column 1; and the description in FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1; are corrected to read as follows:

ANE ME E5 Rockland, ME [Corrected]

Rockland, Knox County Regional Airport, ME
(Lat. 44°03'36"N, long. 69°05'57"W)

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Knox County Regional Airport.

Issued in Burlington, MA, on January 11, 1999.

Bill G. Peacock,

Manager, Air Traffic Division, New England Region.

[FR Doc. 99–1556 Filed 1–25–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–ASO–27]

Amendment of Class E Airspace; Golden Triangle Regional Airport, MS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment modifies the Golden Triangle Regional Airport Class E surface area airspace description by eliminating the specified 2,800 feet MSL