

ACE KS E2 Fort Riley, KS [New]

Fort Riley, Marshall Army Airfield, KS
(lat. 39°03'19"N., long. 96°45'52"W.)
Junction City, Freeman Field, KS
(lat. 39°02'36"N., long. 96°50'36"W.)
Fort Riley VOR
(lat. 38°58'13"N., long. 96°51'40"W.)
Cavalry NDB
(lat. 39°01'34"N., long. 96°47'40"W.)

Within a 3.7-mile radius of Marshall Army Airfield and within 1.8 miles each side of the Fort Riley VOR 042° radial extending from the 3.7-mile radius of Marshall Army Airfield to the VOR and within 1.8 miles each side of the 216° bearing from Cavalry NDB extending from the 3.7-mile radius of Marshall Army Airfield to 7 miles southwest of the NDB; excluding that airspace within R-3602B and excluding that airspace within a 1-mile radius of the Junction City, Freeman Field, KS. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Paragraph 6004—Class E airspace areas designated as an extension to a Class D or Class E surface area

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ACE KS E4 Fort Riley, KS [Removed]

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Issued in Kansas City, MO, on November 13, 1997.

Christopher R. Blum,

Acting Manager, Air Traffic Division Central Region.

[FR Doc. 98-1231 Filed 1-16-98; 8:45 am]

BILLING CODE 4910-13-M

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

[Airspace Docket No. 97-ACE-32]

Amendment to Class E Airspace; Columbus, NE

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends the description of Class E airspace area at Columbus, NE. The current description indicates part-time operation for the Class E airspace area for Columbus Municipal Airport, Columbus, NE. The actual hours of operation for the Class E airspace area are continuous. The Class E airspace area description at Columbus, NE, is revised to indicate that the area is in effect continuously. The intended effect of this amendment is to indicate that the Class E airspace area is in effect continuously and to

facilitate separation of aircraft operations under Instrument Flight Rules (IFR). An editorial revision to reflect a change in the Airport Reference Point (ARP) is included.

DATES: Effective date: 0901 UTC, April 20, 1998.

Comments for inclusion in the Rules Docket must be received on or before February 19, 1998.

ADDRESSES: Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE-520, Federal Aviation Administration, Docket Number 97-ACE-32, 601 East 12th Street, Kansas City, MO 64106.

The official docket may be examined in the Office of the Regional Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

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

SUPPLEMENTARY INFORMATION: The FAA is amending 14 CFR part 71 (part 71) to revise the description of the Class E airspace area at Columbus, NE, by removing the statement which indicates part-time status. The Class E airspace area description does not reflect the actual hours of operation, which are continuous. This action will correct the description for Class E airspace area at Columbus, NE. The ARP coordinates have been revised. The area is depicted on appropriate aeronautical charts. Class E airspace surface areas are published in paragraph 6002 of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, 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 Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower altitudes, especially during inclement

weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

Comments Invited

Although this action is in the form of a final rule and was not preceded by a notice of proposed rulemaking, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, aeronautical, environmental, and energy-related aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 97-ACE-32." The postcard will be date stamped and returned to the commenter.

Agency Findings

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that this regulation (1) is not a "significant regulatory action" under Executive 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 not 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 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6002 Class E airspace areas designated as a surface area for an airport

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ACE NE E2 Columbus, NE [Revised]

Columbus Municipal Airport, NE
(Lat 41°26'52"N., long. 97°20'24"W.)
Columbus VOR/DME
(Lat 41°27'00"N., long. 97°20'27"W.)

Within a 4-mile radius of Columbus Municipal Airport and within 2.6 miles each side of the 157° radial of the Columbus VOR/DME extending from the 4-mile radius to 8.7 miles southeast of the VOR/DME and within 2.6 miles each side of the 317° radial of the Columbus VOR/DME extending from the 4-mile radius to 7.4 miles northwest of the VOR/DME and within 3.5 miles each side of the 360° bearing from the Columbus Municipal Airport extending from the 4-mile radius to 10.5 miles northwest of the airport.

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Issued in Kansas City, MO, on November 13, 1997.

Christopher R. Blum,

Acting Manager, Air Traffic Division Central Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–ACE–33]

Amendment to Class E Airspace; Norfolk, NE

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends the description of Class E airspace area at Norfolk, NE. The current description indicates part-time operations for the Class E airspace area for Norfolk, Karl Stefan Memorial Airport, Norfolk, NE. The actual hours of operation for the Class E airspace area are continuous. The Class E airspace area description at Norfolk, NE, is revised to indicate that the area is in effect continuously. The intended effect of this amendment is to indicate that the Class E airspace area is in effect continuously and to facilitate separation of aircraft operations under Instrument Flight Rules (IFR).

DATES: *Effective date:* 0901 UTC, April 20, 1998. Comments for inclusion in the Rules Docket must be received on or before February 19, 1998.

ADDRESSES: Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE–520, Federal Aviation Administration, Docket Number 97–ACE–33, 601 East 12th Street, Kansas City, MO 64106.

The official docket may be examined in the Office of the Regional Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, MO 64106; telephone: (816) 426–3408.

SUPPLEMENTARY INFORMATION: The FAA is amending 14 CFR part 71 (part 71) to modify the description of the Class E airspace area at Norfolk, NE, by removing the statement which indicates part-time status. The Class E airspace area description does not reflect the actual hours of operation, which are continuous. This action will correct the description for Class E airspace area at Norfolk, NE. The area is depicted on appropriate aeronautical charts. Class E airspace surface areas are published in paragraph 6002 of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, 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 Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower altitudes, especially during inclement weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.