

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communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received.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, environmental, and energy 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. 98-ANE-91." 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) does not warrant preparation of a Regulatory Evaluation as these routine matters will only affect air traffic procedures and air navigation. It is certified that these proposed rules will not have significant economic impact 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, pursuant to the authority delegated to me, the Federal Aviation Administration amends part 71 of the Federal Aviation Regulations (14 CFR part 71) as follows:

#### PART 71—[AMENDED]

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.

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 5000 Class D Airspace.*

\* \* \* \* \*

#### ANE MA D Westfield, MA [Revised]

Westfield, Barnes Municipal Airport, MA  
(Lat. 42°09'28" N, long. 72°42'56" W)

That airspace extending upward from the surface to and including 2,800 feet MSL within a 4.9-mile radius of Barnes Municipal Airport excluding that airspace within the Springfield/Chicopee, MA Class D airspace area during the dates and times it is effective, and that airspace within the Windsor Locks, CT Class C airspace area. This Class D airspace is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in Burlington, MA, on February 12, 1998.

**William C. Yuknewicz,**

*Assistant Manager, Air Traffic Division, New England Region.*

[FR Doc. 98-4313 Filed 2-19-98; 8:45 am]

BILLING CODE 4910-13-M

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ANE-92]

#### Amendment to Class E Airspace; Laconia, NH

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action revises the Class E airspace at Laconia, NH (KLCI) to provide for adequate controlled airspace for those aircraft using the new GPS RWY 26 standard instrument approach procedure to Laconia Municipal Airport.

**DATES:** Effective 0901 UTC, April 23, 1998.

Comments for inclusion in the Rules Docket must be received on or before March 23, 1998.

**ADDRESSES:** Send comments on the rule to: Manager, Airspace Branch, ANE-520, Federal Aviation Administration, Docket No. 98-ANE-92, 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.dot.gov" Comments sent electronically must indicate Docket 98-ANE-92 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, ANE-520.3, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7523; fax (617) 238-7596.

**SUPPLEMENTARY INFORMATION:** A new Standard Instrument Approach Procedure (SIAP) to Laconia Municipal Airport, the GPS RWY 26 approach, requires additional controlled airspace in the vicinity of Laconia extending upward from 700 feet above the surface. This action is needed to add an additional extension of controlled airspace northeast of the airport in order to provide that controlled airspace to adequately accommodate aircraft using the new GPS SIAP to Laconia. Class E airspace areas extending upward from 700 feet above the surface are published in paragraph 6500 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 contained in this document will be published subsequently in this Order.

#### The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or

negative comment, and, therefore, issues it as a direct final rule. 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. 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 direct final rule, and was not preceded by a notice of proposed rulemaking, 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, environmental, and energy 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. 98-ANE-92." 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) does not warrant preparation of a Regulatory Evaluation as these routine matters will only affect air traffic procedures and air navigation. It is certified that these proposed rules will not have significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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2. The incorporation by reference in 14 CFR 71.1 of the 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 6500 Class E airspace areas extending upward from 700 feet above the surface of the earth.*

\* \* \* \* \*

#### ANE NH E5 Laconia, NH [Revised]

Laconia Municipal Airport, NH  
(Lat. 43°34'22"N, long. 71°25'08"W)  
Belknap NDB  
(Lat. 43°32'12"N, long. 71°32'13"W)

That airspace extending upward from 700 feet above the surface within a 3.5-mile radius of Laconia Municipal Airport, and within 2.8 miles on each side of the Belknap NDP 249° bearing extending from the 3.5-mile radius to 8.8 miles southwest of the Belknap NDB, and within 2.8 miles on each side of the Laconia Municipal Airport 041° bearing extending from the 3.5-mile radius to 6.5 miles northeast of Laconia Municipal Airport, and within 2 miles on each side of the Laconia Municipal Airport 067° bearing extending from the 3.5-mile radius to 10.5 miles northeast of Laconia Municipal Airport.

\* \* \* \* \*

Issued in Burlington, MA, on February 12, 1998.

**William C. Yuknewicz,**

*Assistant Manager, Air Traffic Division, New England Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 96-ASO-20]

RIN 2120-AA66

#### Modification of Multiple Federal Airways, Jet Routes, and Reporting Points; FL

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

**ACTION:** Final rule.

**SUMMARY:** This rule modifies the airspace designations for several jet routes, Federal airways, and the one domestic reporting point in the State of Florida. The Tallahassee, FL, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) is being renamed "Seminole, FL, VORTAC" concurrent with the effective date of this rule. This rule modifies all associated airspace designations to reflect the name change. This rule does not alter the dimensions or operating requirements of any of the affected airways, routes, or reporting points. **EFFECTIVE DATE:** 0901 UTC, April 23, 1998.

**FOR FURTHER INFORMATION CONTACT:** Patricia Crawford, 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.