

Interested parties are invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

**The Rule**

This amendment to 14 CFR part 71 establishes Class E airspace at St. Elmo, AL. Additionally, this rule makes a technical amendment to the legal description of the airspace area by adding words that exclude an adjacent Class E airspace area. A GPS RWY 6 SIAP has been developed for St. Elmo Airport. Controlled airspace extending upward from 700 feet AGL is needed to accommodate the SIAP and for IFR operations at St. Elmo Airport. The operating status of the airport will change from VFR to include IFR operations concurrent with publication of this SIAP.

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. It, therefore, (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a 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**

In consideration of the foregoing, 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 14 CFR Part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; EO 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**ASO AL E5 St. Elmo, AL [New]**

St. Elmo Airport, AL  
[Lat. 30°30'09" N, long 88°16'25" W]

That airspace extending upward from 700 feet or more above the surface within a 6.4-mile radius of St. Elmo Airport, excluding that airspace within the Mobile, AL, Class E airspace area.

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Issued in College Park, Georgia, on December 11, 1997.

**Nancy B. Shelton,**

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

[FR Doc. 98–868 Filed 1–13–98; 8:45 am]

BILLING CODE 4910–13–M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97–AGL–55]

**Modification of Class E Airspace; Akron, OH**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Akron, OH. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 19 has been developed for Kent State University Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action increases the radius of the existing controlled airspace.

**EFFECTIVE DATE:** 0901 UTC, February 26, 1998.

**FOR FURTHER INFORMATION CONTACT:** Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL–520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294–7568.

**SUPPLEMENTARY INFORMATION:**

**History**

On Friday, October 31, 1997, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Akron, OH (62 FR 58929). The proposal was to add

controlled airspace extending upward from 700 to 1200 feet AGL to contain Instrument flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 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 Rule**

This amendment to 14 CFR part 71 modifies Class E airspace at Akron, OH. This action provides adequate controlled airspace extending upward from 700 to 1200 feet AGL to contain aircraft executing the GPS RWY 19 SIAP and IFR operations at Kent State University Airport by increasing the radius of the existing controlled airspace for the airport. The area will be depicted on appropriate aeronautical charts.

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. Therefore, this regulation—(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a 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**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

**PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**AGL OH E5 Akron, OH [Revised]**

- Akron-Canton Regional Airport, OH (Lat. 40°54'59" N., long. 81°26'33" W.)
- Akron-Canton Regional ILS Localizer (Lat. 40°55' 58" N., long. 81° 26' 24" W.)
- Akron-Fulton International Airport, OH (Lat. 41° 02' 14" N., long. 81° 28' 02" W.)
- Ravenna, Portage County Airport, OH (Lat. 41° 12' 37" N., long 81° 15' 06" W.)
- Kent State University Airport, OH (Lat. 41°09' 07" N., long. 81° 24' 59" W.)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of the Akron-Canton Regional Airport and within 4.4 miles each side of the Akron-Canton Regional Airport south localizer course extending from the 6.7-mile radius to 13.7 miles south of the airport, and within a 7.0-mile radius area of the Akron-Fulton International Airport, within a 6.3-mile radius of the Portage County Airport, and within a 6.4-mile radius of the Kent State University Airport.

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Issued in Des Plaines, Illinois, on December 15, 1997.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 98–866 Filed 1–13–98; 8:45 am]

**BILLING CODE 4910–13–M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97–ASO–30]

**Amendment of Class E Airspace; Sparta, TN**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment changes the airport name of the White County Airport to Upper Cumberland Regional Airport. This amendment also makes a technical change to the airspace description without actually changing the airspace design. This change is being made as a result of the revocation of an adjoining Class E airspace area.

**EFFECTIVE DATE:** 0901 UTC, February 26, 1998.

**FOR FURTHER INFORMATION CONTACT:** Nancy B. Shelton, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5586.

**SUPPLEMENTARY INFORMATION:**

**History**

The name of the White County Airport was changed to Upper Cumberland Regional on June 17, 1993. Additionally, an adjacent Class E airspace area for Cookeville, TN, was revoked on October 16, 1993. Both of these changes must be reflected in the legal description of the Sparta Class E airspace description. This rule will become effective on the date specified in the **EFFECTIVE DATE** section. Since this action is technical in nature, does not change the airspace design, and has no impact on the users of the airspace, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Designations for Class E airspace extending upward from 700 feet or more above the surface of the earth are published in FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR part 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

**The Rule**

The amendment to 14 CFR part 71 changes the airport name of the White County Airport to Upper Cumberland Regional Airport. This amendment also makes a technical change to the airspace description without actually changing the airspace design. This change is being made as a result of the revocation of an adjoining Class E airspace area.

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. It, therefore, (1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT

Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation, as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a 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**

In consideration of the foregoing, 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 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; EO 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**ASO TN E5 Sparta, TN [Revised]**

Upper Cumberland Regional Airport, TN (Lat. 36°03'25" N, long. 85°31'47" W)

That airspace extending upward from 700 feet or more above the surface of the earth within a 9-mile radius of Upper Cumberland Regional Airport, excluding that airspace within the Smithville, TN, Class E airspace area.

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Issued in College Park, Georgia, on December 18, 1997.

**Nancy B. Shelton,**

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

[FR Doc. 98–862 Filed 1–13–98; 8:45 am]

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