specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting clarity and general draftsmanship under any guidelines issued by the Attorney General. Section 3(c) of Executive Order 12988 requires Executive agencies to review regulations in right of applicable standards in section 3(a) and section 3(b) to determine whether they are met or it is unreasonable to meet one or more of them. DOE has completed the required review and determined that, to the extent permitted by law, the regulations meet the relevant standards of Executive Order 12988.

*D. Review Under the National Environmental Policy Act*

Pursuant to the Council on Environmental Quality Regulations (40 CFR 1500–1508), the Department has established guidelines for its compliance with the provisions of the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321, *et seq.*). Pursuant to Appendix A of Subpart D of 10 CFR 1021, National Environmental Policy Act Implementing Procedures (Categorical Exclusion A6), DOE has determined that this rule is categorically excluded from the need to prepare an environmental impact statement or environmental assessment because it is strictly procedural.

*E. Review Under the Paperwork Reduction Act*

No new information collection or record keeping requirements are imposed by this rule. Accordingly, no OMB clearance is required under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501, *et seq.*).

*F. Review Under the Regulatory Flexibility Act*

The Regulatory Flexibility Act, 5 U.S.C. 601, *et seq.*, directs agencies to prepare a regulatory flexibility analysis whenever an agency is required to publish a general notice of proposed rulemaking for a rule. The Department is not required to publish a general notice of proposed rulemaking for this technical amendment of 10 CFR Part 600, which is a matter relating to financial assistance or grants, 5 U.S.C. 553(a)(2). Therefore, DOE has not prepared a regulatory flexibility analysis for this final rule.

*G. Review Under Small Business Regulatory Enforcement Fairness Act of 1996*

As required by 5 U.S.C. 801, DOE will report to Congress promulgation of the rule prior to its effective date. The report will state that it has been determined that the rule is not a ''major rule'' as defined by 5 U.S.C. 804(3).

*H. Review Under the Unfunded Mandates Reform Act of 1995*

The Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4) generally requires a Federal agency to perform a detailed assessment of costs and benefits of any rule imposing a Federal mandate with costs to State, local or tribal governments, or to the private sector, of $100 million or more. The Department has determined that this rulemaking does not impose a Federal mandate on State, local, or tribal governments or on the private sector.

**List of Subjects in 10 CFR Part 600**

Accounting, Administrative practice and procedure, Grant programs, Loan programs, Penalties, Reporting and recordkeeping requirements.

Issued in Washington, D.C. on May 27, 1998.

**Richard H. Hopf,**

*Deputy Assistant Secretary for Procurement and Assistance Management.*

For the reasons set forth in the preamble, Part 600 of Title 10 of the Code of Federal Regulations, is amended as set forth below.

## PART 600—[AMENDED]

1. The authority citation for part 600 continues to read as follows:

**Authority:** 42 U.S.C. 7254, 7256, 13525; 31 U.S.C. 6301–6308, unless otherwise noted.

## Subpart E—Audits of State and Local Governments

## Subpart E—[Removed and Reserved]

2. Subpart E, consisting of Sections 600.400 through 600.417, is removed and reserved.

[FR Doc. 98–14530 Filed 6–1–98; 8:45 am]

BILLING CODE 6450–01–P

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## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

**[Airspace Docket No. 97–ANM–17]**

## Establishment of Class E Airspace; Stevensville, MT

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E Airspace at Stevensville, MT. The establishment of Class E airspace is necessary for the development of a new Standard Instrument Approach Procedure (SIAP) utilizing the Global Positioning System (GPS) at the Stevensville Airport, Stevensville, MT. Controlled airspace extending upward from 700 feet above ground level (AGL) is needed to accommodate this SIAP and for Instrument Flight Rules (IFR) operations to the airport. The area would be depicted on aeronautical charts for pilot reference.

**EFFECTIVE DATE:** 0901 UTC, August 13, 1998.

**FOR FURTHER INFORMATION CONTACT:** Dennis Ripley, ANM–520.6, Federal Aviation Administration, Docket No. 97–ANM–17, 1601 Lind Avenue S.W., Renton, Washington, 98055–4056; telephone number: (425) 227–2527.

**SUPPLEMENTARY INFORMATION:**

### History

On February 25, 1998, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by establishing the Stevensville, MT, Class E airspace area (63 FR 9461). The proposal provided the airspace necessary to encompass a GPS SIAP for the Stevensville Airport, Stevensville, MT. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E 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 establishes Class E airspace at Stevensville, MT. This rule provides the airspace necessary to fully encompass the transitions for the GPS–A SIAP to the Stevensville, Airport, Stevensville, MT. This is accomplished by establishing a 700-foot Class E area around the airport, with an extension to the northwest and an extension to the southeast. The establishment of this airspace is necessary to meet criteria for aircraft transitioning between the terminal and en route environments. The intended effect of this rule is designed to provide safe and efficient use of the navigable airspace and to

promote safe flight operations under IFR at the Stevensville Airport and between the terminal and en route transition stages.

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

* * * * *

**ANM MT E5 Stevensville, MT [New]**

Stevensville Airport, MT
(Lat. 46°31′30″ N, long. 114°03′04″ W)

That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at lat. 46°46′00″ N, long. 114°07′00″ W; to lat. 46°46′00″ N, long. 113°58′00″ W; to lat. 46°40′00″ N, long. 113°50′00″ W; to lat. 46°30′00″ N, long. 113°50′00″ W; to lat. 46°24′00″ N, long. 113°58′00″ W; to lat. 46°24′00″ N, long. 114°10′00″ W; to lat. 46°40′00″ N, long. 114°10′00″ W; thence to point of beginning, excluding that portion within the Missoula, MT Class E airspace area.

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Issued in Seattle, Washington, on May 21, 1998.

**Joe E. Gingles,**

*Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.*

[FR Doc. 98–14540 Filed 6–1–98; 8:45 am]

BILLING CODE 4910–13–M

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## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

**[Airspace Docket No. 97–ANM–21]**

## Amendment of Class E Airspace; Cedar City, UT

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Cedar City, UT, Class E airspace by providing additional controlled airspace to accommodate the development of new and revised Standard Instrument Approach Procedures (SIAP) at Cedar City Regional Airport.

**EFFECTIVE DATE:** 0901 UTC, August 13, 1998.

**FOR FURTHER INFORMATION CONTACT:** Dennis Ripley, ANM–520.6, Federal Aviation Administration, Docket No. 97–ANM–21, 1601 Lind Avenue S.W., Renton, Washington, 98055–4056; telephone number; (425) 227–2527.

**SUPPLEMENTARY INFORMATION:**

### History

On March 17, 1998, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by revising the Cedar City, UT, Class E airspace area (63 FR 13015). This revision provides the additional airspace necessary to encompass new and revised SIAP for the Cedar City Regional Airport, Cedar City, UT. This action also corrects the coordinates for the Cedar City Regional Airport which were updated since the proposal and are corrected herein. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E 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 Cedar City, UT, by providing the additional airspace necessary to fully contain new and revised flight procedures at Cedar City Regional Airport. This modification of airspace allows the missed approach, the holding procedure, and the transition procedure for the new or revised SIAP to be fully encompassed within controlled airspace. The intended effect of this rule is designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under Instrument Flight Rules (IFR) at the Cedar City Regional Airport and between the terminal and en route transition stages.

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 72 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.