

**ACE MO D Joplin, MO [Revised]**

Joplin Regional Airport, MO  
(lat. 37°09'05"N., long. 94°29'54"W.)

That airspace extending upward from the surface to and including 3,500 feet MSL within a 4.2-mile radius of the Joplin Regional Airport. This Class D 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 6002 Class E airspace areas designated as a surface area for an airport.*

\* \* \* \* \*

**ACE MO E2 Joplin, MO [Revised]**

Joplin Regional Airport, MO  
(Lat. 37°09'05"N., long. 94°29'54"W.)

Within a 4.2-mile radius of the Joplin Regional Airport. 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.

\* \* \* \* \*

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

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**ACE MO E5 Joplin, MO [Revised]**

Joplin Regional Airport, MO  
(Lat. 37°09'05"N., long. 94°29'54"W.)

LUNNS LOM

(Lat. 37°12'11"N., long. 94°33'31"W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Joplin Regional Airport and within 2.6 miles each side of the Joplin Regional ILS localizer course extending from the 6.8-mile radius 7.4 miles northwest of LUNNS LOM and within 2.6 miles each side of the Joplin Regional ILS localizer course extending from the 6.8-mile radius to 7 miles southeast of the airport.

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Issued in Kansas City, MO, on January 12, 1998.

**Christopher R. Blum,**

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

[FR Doc. 98-3964 Filed 2-17-98; 8:45 am]

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

[Airspace Docket No. 98-ACE-2]

**Amendment to Class D and Class E Airspace; Cape Girardeau, MO**

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

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

**SUMMARY:** This amendment revises the Class D and Class E airspace areas at Cape Girardeau Municipal Airport, Cape Girardeau, MO. A review of the Class E airspace for Cape Girardeau Municipal Airport indicates it does not comply with the criteria for 700 feet Above Ground Level (AGL) airspace required for diverse departures as specified in FAA Order 7400.2D. The area has been enlarged to conform to the criteria of FAA Order 7400.2D. The current airspace description in FAA Order 7400.9E indicates part-time operation for the Class E airspace area. The actual hours of operation for the Class E airspace area are continuous. A minor revision to the Airport Reference Point (ARP) coordinates is included in this document. The intended effect of this rule is to revise the ARP coordinates, indicate the Class E airspace area is in effect continuously, comply with the criteria of FAA Order 7400.2D, and to provide additional controlled Class E airspace for aircraft operating under Instrument Flight Rules (IFR).

**DATES:** *Effective date:* 0901 UTC, June 18, 1998.

*Comment date:* Comments for inclusion in the Rules Docket must be received on or before March 20, 1998.

**ADDRESSES:** Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE-520, Federal Aviation Administration, Docket Number 98-ACE-2, 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:** This amendment to 14 CFR part 71 revises the Class D and Class E airspace at Cape Girardeau, MO. A review of the Class E airspace for Cape Girardeau Municipal Airport, indicates it does not meet the criteria for 700 feet AGL airspace required for diverse departures as specified in FAA Order 7400.2D. The criteria in FAA Order 7400.2D for an

aircraft to reach 1200 feet AGL, is based on a standard climb gradient of 200 feet per mile, plus the distance from the ARP to the end of the outermost runway. Any fractional part of a mile is converted to the next higher tenth of a mile. The airspace description of Class E airspace area at Cape Girardeau Municipal Airport is revised to indicate full-time status by removing the statement which indicates part-time status. The Class E surface airspace area is in effect continuously. The Class D and Class E areas are amended to indicate the new ARP coordinates. The amendment at Cape Girardeau Municipal Airport will meet the criteria of FAA Order 7400.2D, indicate the Class E airspace area status is continuous, revise the ARP coordinates, provide additional controlled airspace at and above 700 feet AGL, and thereby facilitate separation of aircraft operating under Instrument Flight Rules. The areas will be depicted on appropriate aeronautical charts. Class D airspace areas designated for an airport containing at least one primary airport around which the airspace is designated are published in paragraph 5000; Class E airspace areas designated as a surface area for an airport are published in paragraph 6002; Class E airspace areas designated as an extension to a Class D or Class E surface area are published in paragraph 6004; and 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 D and 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, 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. 98-ACE-2". 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 5000 Class D airspace.*

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**ACE MO D Cape Girardeau, MO [Revised]**

Cape Girardeau Municipal Airport, MO (Lat. 37°13'31" N., long. 89°34'15" W.)

That airspace extending upward from the surface to and including 2,800 feet MSL within a 4.1-mile radius of the Cape Girardeau Municipal Airport. This Class D 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.

\* \* \* \* \*

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

\* \* \* \* \*

**ACE MO E2 Cape Girardeau, MO [Revised]**

Cape Girardeau Municipal Airport, MO (Lat. 37°13'31"N., long. 89°34'15"W.)

Within a 4.1-mile radius of the Cape Girardeau Municipal Airport.

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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 MO E4 Cape Girardeau, MO [Revised]**

Cape Girardeau Municipal Airport, MO (Lat. 37°13'31"N., long. 89°34'15"W.)

Cape Girardeau VOR/DME (Lat. 37°13'39"N., long. 89°34'21"W.)

That airspace extending upward from the surface within 2.6 miles each side of the 108° radial of the Cape Girardeau VOR/DME extending from the 4.1-mile radius of Cape Girardeau Municipal Airport to 4.4 miles east of the VOR/DME and within 2.2 miles each side of the 194° radial of the Cape Girardeau VOR/DME extending from the 4.1-mile radius of the airport to 5.7 miles south of the VOR/DME and within 2.6 miles each side of the 279° radial of the Cape Girardeau VOR/DME extending from the 4.1-mile radius of the Airport to 7.4 miles west of the VOR/DME.

\* \* \* \* \*

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

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**ACE MO E5 Cape Girardeau, MO [Revised]**

Cape Girardeau Municipal Airport, MO (Lat. 37°13'31"N., long. 89°34'15"W.)

Cape Girardeau VOR/DME (Lat. 37°13'39"N., long. 89°34'21"W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Cape Girardeau Municipal Airport and within 2.5 miles each side of the 108° radial of the Cape Girardeau VOR/DME extending from the 6.6-mile radius to 8.7 miles east of the VOR/DME and within 3 miles each side of the 194° radial of the Cape Girardeau VOR/DME extending from the 6.6-mile radius to 10 miles south of the VOR/DME and within 3 miles each side of the 279° radial of the Cape Girardeau VOR/DME extending from the 6.6-mile radius to 8.7 miles west of the VOR/DME.

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Issued in Kansas City, MO, on January 9, 1998.

**Christopher R. Blum,**

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

[FR Doc. 98-3963 Filed 2-17-98; 8:45 am]

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