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 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.

* * * * *

ASW LA E5 Grand Isle, LA [Revised]

Grand Isle Seaplane Base, LA
(lat. 29°15′46″N., long. 89°57′40″W.)
Leeville VORTAC
(lat. 29°10′31″N., long. 90°06′15″W.)
Grand Isle NDB
(lat. 29°11′31″N., long. 90°04′30″W.)

That airspace extending upward from 700 feet above the surface within a 7.0-mile radius of Grand Isle Seaplane Base and within 1.5 miles each side of the 052° radial of the Leeville VORTAC extending from the 7-mile radius to the VORTAC and within 1.9 miles each side of the 054° bearing from the Grand Isle NDB extending from the 7-mile radius to the NDB.

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Issued in Fort Worth, TX, on May 22, 1998.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

[FR Doc. 98–15316 Filed 6–8–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–ASO–16]

RIN 2120–AA66

Modification of the Atlantic High Offshore Airspace Area; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** on April 20, 1998 (Airspace Docket No. 97–ASO–16) which extended the southeast boundary of the Atlantic High Offshore airspace area. In that rule, the offshore airspace area's legal description contained several inadvertent errors in the coordinates. This action corrects those errors.

EFFECTIVE DATE: June 18, 1998.

FOR FURTHER INFORMATION CONTACT: Ellen E. Crum, 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.

SUPPLEMENTARY INFORMATION:

Federal Register Document 98–10301, Airspace Docket No. 97–AS0–16, published on April 20, 1998 (63 FR 19396), modified the Atlantic High Offshore Airspace Area by extending the southeast boundary of the Atlantic High Offshore Airspace Area to coincide with the San Juan Combined Center-Radar Approach Control (CERAP) oceanic area of control. The legal description contained in the proposal of this airspace, as published in the **Federal Register** on November 18, 1997 (62 FR 61458), correctly described this airspace. However, the legal description in the final rule, as published on April 20, 1998 (63 FR 19396), contained errors in the coordinates. This action corrects those errors in the legal description by deleting the entire description in the final rule and substituting the correct description of the airspace area.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designation for the Atlantic High Offshore Airspace Area, published in the **Federal Register** on April 20, 1998 (63 FR 19396); **Federal Register** Document 98–10301, and incorporated by reference in 14 CFR 71.1, is corrected as follows:

§ 71.1 [Corrected]

On page 19397, in the first column, near the middle of the page, at the beginning of the legal description for the Atlantic High, remove the entire text and substitute in its place, the following text:

* * * * *

Atlantic High [Revised]

That airspace extending upward from 18,000 feet MSL to and including FL 600 within the area bounded on the east from north to south by the Moncton FIR, New York Oceanic CTA/FIR, and the San Juan Oceanic CTA/FIR; to the point where the San Juan Oceanic CTA/FIR boundary turns southwest at lat. 21°08′00″ N., long. 67°45′00″ W., thence from that point southeast via a straight line to intersect a 100-mile radius of the Fernando Luis Ribas Dominicci Airport at lat. 19°47′28″ N., long. 67°09′37″ W., thence counter-clockwise via a 100-mile radius of the Fernando Luis Ribas Dominicci Airport to lat. 18°53′05″ N., long. 67°47′43″ W., thence from that point northwest via a straight line to intersect the point where the Santo Domingo FIR turns northwest at lat. 19°39′00″ N., long. 69°09′00″ W., thence from that point the area is bounded on the south from east to west by the Santo Domingo FIR, Port-Au-Prince CTA/FIR, and the Havana CTA/FIR; bounded on the west from south to north by the Houston Oceanic CTA/FIR, southern boundary of the Jacksonville Air Route Traffic Control Center and a line 12 miles offshore and parallel to the U.S. shoreline.

* * * * *

Issued in Washington, DC, on June 1, 1998.

Reginald C. Matthews,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 98–15144 Filed 6–8–98; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF DEFENSE

Department of the Navy

32 CFR Part 706

Certifications and Exemptions Under the International Regulations for Preventing Collisions at Sea, 1972 Amendment

AGENCY: Department of the Navy, DoD.

ACTION: Final rule.

SUMMARY: The Department of the Navy is amending its certifications and exemptions under the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), to reflect that the Deputy Assistant Judge Advocate General (Admiralty) of the Navy has determined that USS HARRY S TRUMAN (CVN 75) is a vessel of the Navy which, due to its special construction and purpose, cannot