

§ 792.31 Can exempt records be disclosed to credit unions, financial institutions and state or federal agencies?

The NCUA Board, in its sole discretion, or any person designated by it in writing, may make available to certain governmental agencies and insured financial institutions copies of reports of examination and other documents, papers or information for their use, when necessary, in the performance of their official duties or functions. All reports, documents and papers made available pursuant to this paragraph shall remain the property of NCUA. No person, agency or employee shall disclose the reports or exempt records without NCUA's express written authorization.

§ 792.32 Can exempt records be disclosed to investigatory agencies?

The NCUA Board, or any person designated by it in writing, in its discretion and in appropriate circumstances, may disclose to proper federal or state authorities copies of exempt records pertaining to irregularities discovered in credit unions which may constitute either unsafe or unsound practices or violations of federal or state, civil or criminal law.

[FR Doc. 98-7726 Filed 3-24-98; 8:45 am]
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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 97-ACE-36]

Amendment to Class D and Class E Airspace; Topeka, Philip Billard Municipal Airport, KS; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date and correction.

SUMMARY: This notice confirms the effective date of a direct final rule which revises Class D and Class E airspace at Topeka, Philip Billard Municipal Airport, KS, and corrects two errors in the airspace designation as published in the direct final rule.

DATES: The direct final rule published at 63 FR 4378 is effective on 0901 UTC, April 23, 1998.

This correction is effective on April 23, 1998.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal

Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: On January 29, 1998, the FAA published in the **Federal Register** a direct final rule, request for comments, which modified the Class D and Class E airspace at Topeka, Philip Billard Municipal Airport, KS (FR Doc. 98-2217, 63 FR 4378, Airspace Docket No. 97-ACE-36). Two errors were subsequently discovered in the Class E airspace designation. After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require adoption of the rule. The FAA has determined that these corrections will not change the meaning of the action nor add any additional burden on the public beyond that already published. This action corrects those errors and confirms the effective date of the direct final rule.

The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advises the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on April 23, 1998. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Correction

In rule FR Doc. 98-2217 published in the **Federal Register** on January 29, 1998, 63 FR 4378, make the following correction to the Topeka, Philip Billard Municipal Airport, KS, Class E airspace designation incorporated by reference in 14 CFR 71.1:

§ 71.1 [Corrected]

On page 4379 in the second column, in the airspace designation, under ACE KS E4 Topeka, Philip Billard Municipal Airport, KS [Revised], in the first paragraph, in the sixth line, the geographic coordinates for the Topeka VORTAC are corrected by removing "(Lat. 39°08'14" N., long. 95°32'51" W.)" and adding "(Lat. 39°08'14" N., long. 95°32'57" W.)" in its place.

On page 4379, in the second column, in the airspace designations, under ACE KS E4 Topeka, Philip Billard Municipal Airport, KS [Revised], after the sixth line, insert; Topeka, Philip Billard Municipal Airport ILS (Lat. 39°03'47" N., long. 95°36'42" W.).

Issued in Kansas City, MO on March 5, 1998.

Bryan H. Burleson,

Acting Manager, Air Traffic Division Central Region.

[FR Doc. 98-7822 Filed 3-24-98; 8:45 am]

BILLING CODE 4910-13-M

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

[Airspace Docket No. 97-ACE-35]

Amendment to Class D and Class E Airspace; Salina, KS; Correction.

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date and correction.

SUMMARY: This notice confirms the effective date of a direct final rule which revises Class D and Class E airspace at Salina Municipal airport, KS, and corrects two errors in the airspace designation as published in the direct final rule.

DATES: The direct final rule published at 63 FR 4376 is effective on 0901 UTC, April 23, 1998.

This correction is effective on April 23, 1998.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: On January 29, 1998, the FAA published in the **Federal Register** a direct final rule, request for comments, which modified the Class D and Class E airspace at Salina Municipal Airport, KS (FR Doc. 98-2216, 63 FR 4376, Airspace Docket No. 97-ACE-35). Two errors were subsequently discovered in the Class E airspace designation. After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require adoption of the rule. The FAA has determined that these corrections will not change the meaning of the action nor add any additional burden on the public beyond that already published. This action corrects those errors and confirms the effective date of the direct final rule.

The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse

comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on April 23, 1998. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Correction

In rule FR Doc. 98-2216 published in the **Federal Register** on January 29, 1998, 63 FR 4376, make the following correction to the Salina Municipal Airport, KS, Class E airspace designation incorporated by reference in 14 CFR 71.1:

§ 71.1 [Corrected]

On page 4378 in the first column, in the airspace designation, under ACE KS E5 Salina, KS [Revised], in the fifth line, the geographic coordinates for the Salina VORTAC are corrected by removing "(lat. 38°55'35" N., long. 97°37'35" W.); and adding "(lat. 38°55'31" N., long. 97°37'17" W.)" in its place.

On page 4378, in the first column, in the airspace designation, under ACE E5 KS Salina, KS [Revised], after the seventh line, insert: Salina Municipal Airport ILS (Lat. 38°48'53" N., long. 97°38'46" W.)

Issued in Kansas City, MO on March 5, 1998.

Bryan H. Burleson,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-7821 Filed 3-24-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ACE-37]

Amendment to Class E Airspace; Iola, KS

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct Final rule, confirmation of effective date.

SUMMARY: This notice confirms the effective date of a direct final rule which revises Class E airspace at Iola, KS.

DATES: The direct final rule published at 63 FR 4381 is effective on 0901 UTC April 23, 1998.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on January 29, 1998 (63 FR 4381). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on April 23, 1998. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on March 5, 1998.

Bryan H. Burleson,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-7823 Filed 3-24-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AEA-50]

Amendment to Class E Airspace; Andover, NJ

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace extending upward from 700 feet Above Ground Level (AGL) at Andover, NJ. The development of a Standard Instrument Approach Procedure (SIAP) based on the Global Positioning System (GPS) at Aeroflex-Andover Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rules (IFR) operations for aircraft executing the GPS Runway (RWY) 3 SIAP to Aeroflex-Andover Airport at Andover, NJ.

EFFECTIVE DATE: 0901 UTC, August 13, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA-520, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430; telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

History

On January 27, 1998, a proposal to amend Part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend the Class E airspace at Andover, NJ, was published in the **Federal Register** (63 FR 3859). The development of a GPS RWY 3 SIAP for Aeroflex-Andover Airport requires the amendment of the Class E airspace at Andover, NJ. The proposal was to amend controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning 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 to the proposal were received. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace area designations for airspace extending upward from 700 feet AGL 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 part 71 of the Federal Aviation Regulations (14 CFR part 71) amends Class E airspace at Andover, NJ, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS RWY 3 SIAP to Aeroflex-Andover Airport.

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.