

**§ 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.

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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.*

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**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