

(b) Within 400 hours time-in-service (TIS), and thereafter, at intervals not to exceed 400 hours TIS, remove the paint from all stator blades in the stator hub area and perform a dye-penetrant inspection for cracks.

(c) If the inspections reveal cracks on any stator blade with a total crack length of 15mm or longer, or if more than 3 stator blades are cracked, remove the affected stator blades and replace them with airworthy stator blades before further flight. The inspections required by this AD must continue to be performed on all stator blades including replacement stator blades.

**Note 2:** Eurocopter Deutschland Alert Service Bulletin No. EC 135-53A-001, Revision 01, dated August 8, 1997, pertains to this AD.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Standards Staff, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(e) Special flight permits will not be issued.

(f) This amendment becomes effective on December 29, 1997, to all persons except those persons to whom it was made immediately effective by Priority Letter AD 97-20-13, issued September 25, 1997, which contained the requirements of this amendment.

**Note 4:** The subject of this AD is addressed in Luftfahrt-Bundesamt (Germany) AD 97-249, effective September 25, 1997.

Issued in Fort Worth, Texas, on December 2, 1997.

**Eric Bries,**

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 97-32255 Filed 12-10-97; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97-AGL-31]

RIN 2120-AA66

**Amendment of Legal Descriptions of Jet Routes and Federal Airways in the Vicinity of Indianapolis, IN**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the legal descriptions of three jet routes and thirteen Federal airways that include the Indianapolis Very High Frequency

Omnidirectional Range/Tactical Air Navigation (VORTAC) as part of their route structure. Currently, the Indianapolis VORTAC and the Indianapolis International Airport share the "Indianapolis" name even though they are not collocated. This situation has led to confusion among users. To eliminate this confusion, the Indianapolis VORTAC will be renamed "Brickyard VORTAC." The effective date of this name change will coincide with this rulemaking action. This action amends the legal descriptions of those jet routes and airways affected by the VORTAC's name change.

**EFFECTIVE DATE:** 0901 UTC, February 26, 1998.

**FOR FURTHER INFORMATION CONTACT:** Steve Brown, 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:**

**The Rule**

This action amends 14 CFR part 71 by amending the legal descriptions of three jet routes and thirteen Federal airways that have "Indianapolis VORTAC" included as part of their route structure. Currently, the Indianapolis VORTAC and the Indianapolis International Airport share the "Indianapolis" name even though the VORTAC is approximately 7 nautical miles (NM) northwest of the airport. This situation has led to confusion among users because the VORTAC and the airport are not collocated. To eliminate this confusion, the Indianapolis VORTAC will be renamed "Brickyard VORTAC." The effective date changing the name of the VORTAC will coincide with this rulemaking action. As a result of the VORTAC's name change, this rule will amend all jet routes and airways with "Indianapolis VORTAC" included as part of their legal descriptions.

Since this action merely involves changes in the legal description of jet routes and Federal airways, and does not involve a change in the dimensions or operating requirements of that airspace, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Jet routes and domestic VOR Federal airways are published in paragraph 2004 and paragraph 6010(a), respectively, 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 jet routes and airways listed in this document will be published subsequently in the Order.

**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 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 2004—Jet Routes*

\* \* \* \* \*

**J-24 [Revised]**

From Myton, UT, to Hayden, CO. From Hugo, CO, Hays, KS; via Salina, KS; Kansas City, MO; St. Louis, MO; Brickyard, IN; Falmouth, KY; Charleston, WV; Montebello, VA; Flat Rock, VA; to Harcum, VA.

\* \* \* \* \*

**J-80 [Revised]**

From Oakland, CA; via Manteca, CA; Coaldale, NV; Wilson Creek, NV; Milford, UT; Grand Junction, CO; Red Table, CO; Falcon, CO; Goodland, KS; Hill City, KS; Kansas City, MO; Capital, IL; Brickyard, IN; Bellaire, OH; INT Bellaire 090° and East

Texas, PA, 240° radials; East Texas; Sparta, NJ; Barnes, MA; to Bangor, ME.  
\* \* \* \* \*

**J-110 [Revised]**

From Oakland, CA, via Salinas, CA; Clovis, CA; Boulder City, NV; Farmington, NM; Alamosa, CO; Garden City, KS; Butler, MO; St. Louis, MO; Brickyard, IN; Bellaire, OH; to Coyle, NJ.  
\* \* \* \* \*

**Paragraph 6010(a)—Domestic VOR Federal Airways**

\* \* \* \* \*

**V-11 [Revised]**

From Brookley, AL; Greene County, MS; Jackson, MS; Sidon, MS; Holly Springs, MS; Dyersburg, TN; Cunningham, KY; Pocket City, IN; Brickyard, IN; Marion, IN; Fort Wayne, IN; to INT Fort Wayne 038° and Carleton, MI, 262° radials.  
\* \* \* \* \*

**V-14 [Revised]**

From Chisum, NM, via Lubbock, TX; Childress, TX; Hobart, OK; Will Rogers, OK; INT Will Rogers 052° and Tulsa, OK, 246° radials; Tulsa; Neosho, MO; Springfield, MO; Vichy, MO; INT Vichy 067° and St. Louis, MO, 225° radials; Vandalia, IL; Terre Haute, IN; Brickyard, IN; Muncie, IN; Findlay, OH; Dryer, OH; Jefferson, OH; Erie, PA; Dunkirk, NY; Buffalo, NY; Geneseo, NY; Georgetown, NY; INT Georgetown 093° and Albany, NY, 270° radials; Albany; INT Albany 084° and Gardner, MA, 284° radials; Gardner; to Norwich, CT. The airspace within R-5207 is excluded.  
\* \* \* \* \*

**V-24 [Revised]**

From Aberdeen, SD, via Watertown, SD; Redwood Falls, MN; Rochester, MN; Lone Rock, WI; INT Lone Rock 147° and Janesville, WI, 281° radials; Janesville; INT Janesville 112° and Northbrook, IL, 290° radials; to Northbrook. From Peotone, IL; INT Peotone 152° and Brickyard, IN, 312° radials; to Brickyard.  
\* \* \* \* \*

**V-50 [Revised]**

From Hastings, NE, via Pawnee City, NE; St. Joseph, MO; Kirksville, MO; Quincy, IL; Capital, IL; Decatur, IL; Terre Haute, IN; Brickyard, IN; Dayton, OH.  
\* \* \* \* \*

**V-53 [Revised]**

From Charleston, SC, via Columbia, SC; Spartanburg, SC; Sugarloaf Mountain, NC; Holston Mountain, TN; Hazard, KY; Lexington, KY; Louisville, KY; INT Louisville 333° and Brickyard, IN, 170° radials; Brickyard. The airspace within R-3401B is excluded.  
\* \* \* \* \*

**V-96 [Revised]**

From Brickyard, IN; Kokomo, IN; Fort Wayne, IN; INT Fort Wayne 071° and Waterville, OH, 246° radials; Waterville.  
\* \* \* \* \*

**V-128 [Revised]**

From Janesville, WI; via Rockford, IL; INT Rockford 169° and Pontiac, IL, 343° radials; INT Pontiac 343° and Kankakee, IL, 274° radials; Kankakee; INT Kankakee 126° and Peotone, IL, 152° radials; INT Peotone 152° and Brickyard, IN, 312° radials; Brickyard; INT Brickyard 137° and Cincinnati, OH, 290° radials; Cincinnati; York, KY; Charleston, WV; to Casanova, VA.  
\* \* \* \* \*

**V-192 [Revised]**

From Champaign, IL; Terre Haute, IN, INT 079° and Brickyard, IN, 230° radials; Brickyard; Muncie, IN; to Dayton, OH.  
\* \* \* \* \*

**V-210 [Revised]**

From Los Angeles, CA, INT Los Angeles 083° and Pomona, CA, 240° radials; Pomona; INT Daggett, CA, 229° and Hector, CA, 263° radials; Hector; Goffs, CA; 13 miles, 23 miles 71 MSL, 85 MSL, Peach Springs, AZ; Grand Canyon, AZ; Tuba City, AZ; 10 miles 90 MSL, 91 miles 105 MSL, Farmington, NM; Alamosa, CO; INT Alamosa 074° and Lamar, CO, 250° radials; 40 miles, 51 miles, 65 MSL, Lamar; 13 miles, 79 miles, 55 MSL, Liberal, KS; INT Liberal 137° and Will Rogers, OK, 284° radials; Will Rogers; INT Will Rogers 113° and Okmulgee, OK, 238° radials; Okmulgee. From Brickyard, IN, Muncie, IN; Rosewood, OH; Tiverton, OH; Briggs, OH; INT Briggs 044° and Akron, OH, 088° radials; INT Akron 088° and Youngstown, OH, 116° radials; INT Youngstown 116° and Clarion, PA, 222° radials; Revloc, PA; INT Revloc 096° and Harrisburg, PA, 285° radials; Harrisburg; Lancaster, PA; INT Lancaster 095° and Yardley, PA, 255° radials; to Yardley.  
\* \* \* \* \*

**V-285 [Revised]**

From Brickyard, IN, via Kokomo, IN; Goshen, IN; INT of the Goshen 038° and the Kalamazoo, MI, 191° radials; Kalamazoo; INT Kalamazoo 014° and Grand Rapids, MI, 167° radials; Grand Rapids; White Cloud, MI; Manistee, MI; to Traverse City, MI.  
\* \* \* \* \*

**V-305 [Revised]**

From Belcher, LA, via INT Belcher 084° and El Dorado, AR, 233° radials; El Dorado; Little Rock, AR; Walnut Ridge, AR; Malden, MO; Cunningham, KY; Pocket City, IN; INT Pocket City 046° and Hoosier, IN, 205° radials; Hoosier; INT Hoosier 025° and Brickyard, IN, 185° radials; Brickyard; INT Brickyard 038° and Kokomo, IN, 182° radials; to Kokomo.  
\* \* \* \* \*

**V-399 [Revised]**

From Brickyard, IN, via INT Brickyard 312° and Boiler, IN, 159° radials; Boiler; INT Boiler 313° and Peotone, IL, 152° radials; to Peotone.  
\* \* \* \* \*

**V-434 [Revised]**

From Ottumwa, IA, Moline, IL; Peoria, IL; Champaign, IL; Brickyard, IN.  
\* \* \* \* \*

Issued in Washington, DC, on December 2, 1997.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 97-32453 Filed 12-10-97; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 121**

[Docket No. 28109; Amendment No. 121-266]

**RIN 2120-AF76**

**Revisions to Digital Flight Data Recorder Rules; Correction**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** The Federal Aviation Administration published in the **Federal Register** of July 17, 1997, a final rule requiring that certain airplanes be equipped to accommodate additional digital flight data recorder (DFDR) parameters. This document corrects an error in the section that describes the parameters for certain turbine-engine-powered airplanes with 10-19 seats.

**DATES:** Effective on December 11, 1997.

**FOR FURTHER INFORMATION CONTACT:** Gary E. Davis, telephone (202) 267-8166.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration published in the **Federal Register** of July 17, 1997, a document requiring that certain airplanes be equipped to accommodate additional digital flight data recorder (DFDR) parameters. Under § 121.344a, the range of parameters was incorrectly referenced. This correction corrects the ranges.

In rule FR Doc 97-18514, published on July 17, 1997, (62 FR 38362) make the following correction. On page 38381, in the first column, paragraph (a)(1), in the second line, remove "121.344(a)(11)" and add "121.344(a)(18)" in its place.

Issued in Washington, DC on December 8, 1997.

**Donald P. Byrne,**

*Assistant Chief Counsel.*

[FR Doc. 97-32450 Filed 12-10-97; 8:45 am]

BILLING CODE 4910-13-M