

helicopters with a clutch assembly having less than 100 hours time-in-service (TIS), conduct the visual inspection before or upon reaching 100 hours TIS. For helicopters with a clutch assembly having 100 or more hours TIS, conduct the visual inspection within 25 hours TIS.

(b) Repeat the inspection required by paragraph (a) at intervals not to exceed 100 hours TIS.

(c) If the inspections specified in paragraph (a) or (b) reveal wear or damage to components, replace those components with airworthy components prior to further flight.

(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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(f) The inspections shall be done in accordance with McDonnell Douglas Helicopter Systems Service Information Notice No. DN-190, EN-83, FN-70, NN-011, dated July 25, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McDonnell Douglas Helicopter Systems, Field Service Department, 5000 E. McDowell Road, Mesa, Arizona, telephone (800) 388-3378, fax (602) 891-6782. Copies may be inspected at the FAA, Office of the

Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on October 22, 1998.

Issued in Fort Worth, Texas, on September 30, 1998. original signed by

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 98-26821 Filed 10-6-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AWA-1]

RIN 2120-AA66

Revision of the Legal Description of the Memphis Class B Airspace Area; Tennessee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects the graphic of the Memphis, TN, Class B airspace area by changing the associated geographic coordinates. This action is necessary to correct the erroneous data published in the graphic depiction of the Class B airspace area.

EFFECTIVE DATE: October 7, 1998.

FOR FURTHER INFORMATION CONTACT:

Patricia P. Crawford, 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:

On August 19, 1998, Airspace Docket No. 98-AWA-1, **Federal Register** Document 98-22244, was published revising the legal description for the Memphis, TN, Class B airspace area (63 FR 44374). The rule included a graphic depicting the Class B airspace area with specific points annotated by geographic coordinates. These geographic coordinates were published on the graphic to assist the airspace users in identifying the lateral boundaries of that area. However, several points were published with incorrect latitudes and longitudes. This action will correct those errors.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the graphic for the Memphis, TN, Class B airspace area as published in the **Federal Register** on August 19, 1998 (63 FR 44374); **Federal Register** Document 98-22244, and incorporated by reference in 14 CFR 71.1, is corrected as follows:

§ 71.1 [Corrected]

On page 44377, remove the existing graphic containing the geographic coordinates used to define the lateral boundaries and substitute it with the revised graphic.

Issued in Washington, DC, on September 30, 1998.

Reginald C. Matthews,

Acting Program Director for Air Traffic Airspace Management.

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MEMPHIS, TN CLASS B AIRSPACE

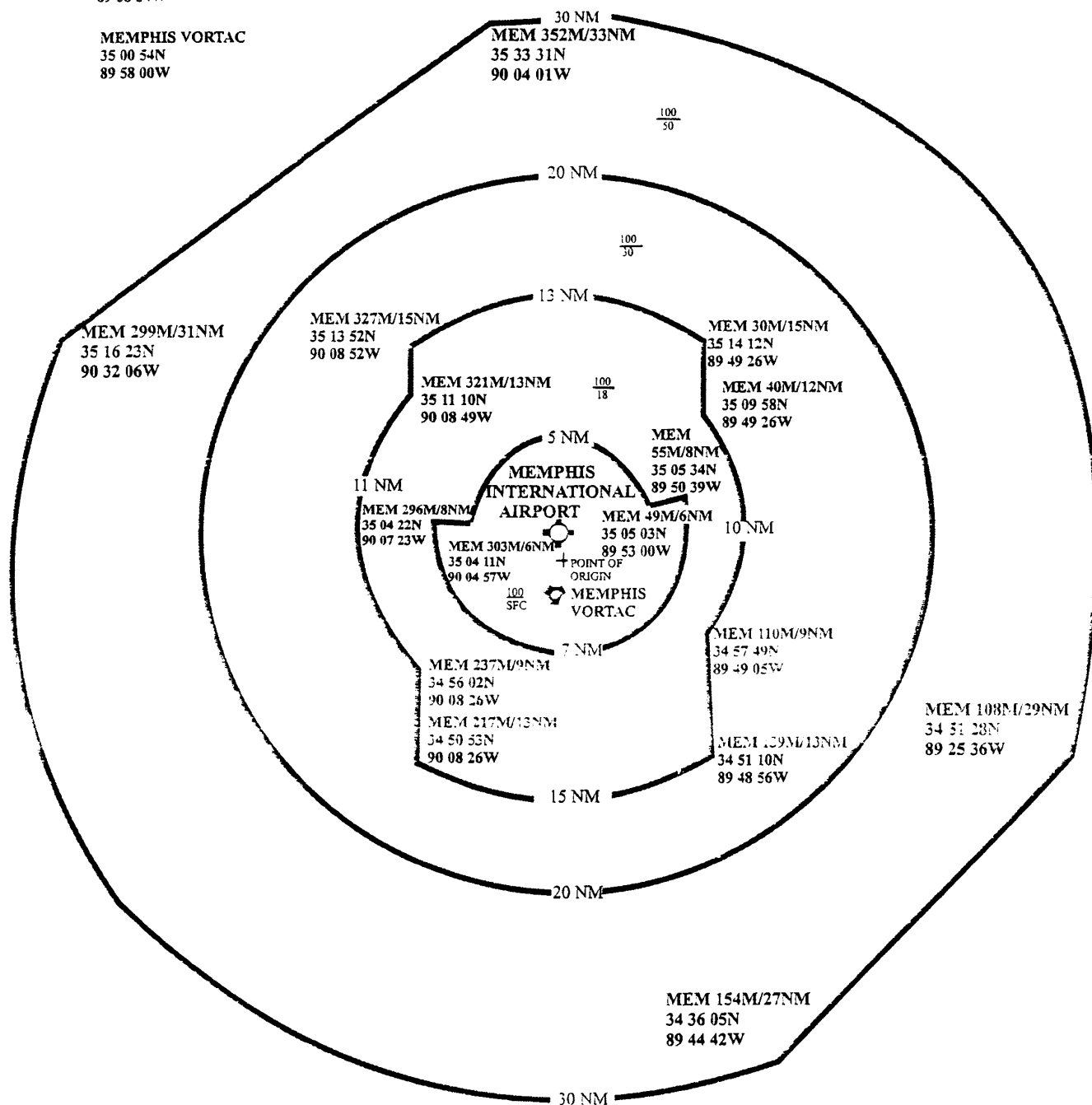
(Not to be used for navigation)

(Not to scale)

+POINT OF ORIGIN

35 03 46N
89 58 54W

MEMPHIS VORTAC

35 00 54N
89 58 00W

Prepared by the
FEDERAL AVIATION ADMINISTRATION
Air Traffic Publications
ATA-10