

not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (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) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

98-12-06 Stemme GmbH & Co. KG:
Amendment 39-10562; Docket No. 97-CE-129-AD.

Applicability: Model S10 (serial numbers 10-12 through 10-60), and Model S10-V (serial numbers 14-002 through 14-022) and transformed Model S10-V (serial numbers 14-012M to 14-060M) sailplanes, certificated in any category.

Note 1: This AD applies to each sailplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For sailplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent engine valve malfunction, which could cause engine failure during flight and loss of control of the sailplane, accomplish the following:

(a) Within the next 30 days after the effective date of this AD, insert a revision in the Limitations Section 2.4.2.1, Fuel, of the flight manual (FM) that states: "Only authorized fuel is AVGAS 100LL" in accordance with the Instructions section of Stemme Service Bulletin (SB) Document No. A31-10-021, dated June 28, 1995.

(b) Incorporating the revision to the Limitations Section of the FM, as required by paragraph (a) of this AD, may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(c) Within the next 60 days after the effective date of this AD, accomplish paragraphs (c)(1), (c)(2), and (c)(3) of this AD:

(1) Inspect the fine fuel filter for the accumulation of chopped cotton fibers, and replace the filter if it is contaminated, prior to further flight, in accordance with the Instructions section of Stemme SB Document No. A31-10-021, dated June 28, 1995; and,

(2) Inspect the engine in accordance with LIMBACH Flugmotoren Technical Bulletin No. 47, dated June 28, 1995.

(3) If a brownish-black sticky residue is found on the engine, prior to further flight, disassemble and clean the engine in accordance with LIMBACH Flugmotoren Technical Bulletin No. 47, dated June 28, 1995.

(d) Special flight permits may be issued in accordance with §§ 1.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the sailplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Manager, Small Airplane Directorate.

(f) Questions or technical information related to Stemme Service Bulletin No. A31-10-021, dated June 28, 1995, and LIMBACH Flugmotoren Technical Bulletin No. 47, dated June 28, 1995, should be directed to Stemme GmbH & Co. KG, Gustav-Meyer-Allee 25, D-13355 Berlin, Federal Republic of Germany. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(g) The insertion, inspections, and replacement required by this AD shall be done in accordance with Stemme Service Bulletin No. A31-10-021, dated June 28, 1995, and Limbach Flugmotoren Technical Bulletin No. 47, dated June 28, 1995. 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 Stemme GmbH & Co. KG, Gustav-Meyer-Allee 25, D-13355 Berlin, Federal Republic of Germany. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in German AD 95-273, dated July 11, 1995.

(h) This amendment becomes effective on July 17, 1998.

Issued in Kansas City, Missouri, on May 27, 1998.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-14614 Filed 6-3-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-SW-22-AD; Amendment 39-10564; AD 98-12-08]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France (Formerly Aerospatiale, Soci t  Nationale Industrielle, Sud Aviation) Model SA-365N, SA-365N1, SA-365N2, and SA-366G1 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Eurocopter France (Formerly Aerospatiale, Soci t  Nationale Industrielle, Sud Aviation) Model SA-365N, SA-365N1, SA-365N2, and SA-366G1 helicopters, that requires an inspection of the transmission deck for cracks; repair of any cracked transmission deck; and replacement of the transmission deck support beams (support beams) with redesigned support beams. This amendment is prompted by several reports of cracks in the transmission deck and support beams. The actions specified by this AD are intended to detect cracks that reduce the strength of the main gearbox strut attachment and could result in failure of the main

gearbox mounting, and subsequent loss of control of the helicopter.

DATES: Effective July 9, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 9, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Mathias, Aerospace Engineer, FAA, Rotorcraft Directorate, ASW-111, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5123, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to Eurocopter France SA-365N, SA-365N1, SA-365N2, and SA-366G1 helicopters was published in the **Federal Register** on December 3, 1997 (62 FR 63912). That action proposed to require an inspection of the transmission deck for cracks; repair of any cracked transmission deck; and replacement of the support beams with redesigned support beams.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 137 helicopters of U.S. registry will be affected by this AD, that it will take approximately 50 work hours per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$5,000 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,096,000.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612,

it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (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) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

AD 98-12-08 Eurocopter France (Formerly Aerospatiale, Societe Nationale Industrielle, Sud Aviation): Amendment 39-10564. Docket No. 96-SW-22-AD.

Applicability: Model SA-365N, SA-365N1, SA-365N2, and SA-366G1 helicopters, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no

case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To detect cracks that reduce the strength of the main gearbox strut attachment and could result in failure of the main gearbox mounting, and subsequent loss of control of the helicopter, accomplish the following:

(a) For Model SA-365N, SA-365N1, and SA-366G1 helicopters, on or before attaining 4,000 hours time-in-service (TIS), or within 50 hours TIS after the effective date of this AD, whichever occurs later; and for Model SA-365N2 helicopters, on or before attaining 2,000 hour TIS, or within 50 hours TIS after the effective date of this AD, whichever occurs later; perform the following:

(1) Inspect the transmission deck for cracks using a dye-penetrant inspection method, in accordance with paragraph BB of Eurocopter France Telex Service No. 10011, dated February 24, 1995. If a crack is found in the transmission deck, repair prior to further flight.

Note 2: A FAA-approved repair solution can be initiated by contacting the American Eurocopter Technical Support Department, ATTN: Manager, telephone (972) 641-3460, fax (972) 641-3527.

(2) Replace the currently installed transmission deck support beams, part numbers (P/N) 365A21-3365-49 and 365A21-3365-CY, with reinforced transmission deck support beams, P/N 365A21-3365-JE-01 and 365A21-3365-JF-01, in accordance with the Accomplishment Instructions in Eurocopter France Service Bulletin No. 05.00.36, Rev. 1, dated December 16, 1996.

(b) After completion of paragraphs (a)(1) and (a)(2) of this AD, clean, prime and paint the affected areas of the transmission deck and the reinforced support beams in accordance with paragraph BB 2A of Eurocopter France Telex Service No. 10011, dated February 24, 1995.

(c) 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, FAA, Rotorcraft Directorate. 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.

(d) 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.

(e) The inspection and repair or modification, if necessary, shall be done in accordance with the Accomplishment Instructions in Eurocopter France Service Bulletin No. 05.00.36, Rev. 1, dated December 16, 1996, and paragraphs BB and BB 2A of Eurocopter France Telex Service No. 10011, dated February 24, 1995. 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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. 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.

(f) This amendment becomes effective on July 9, 1998.

Note 4: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 95-068-017(B) and AD 95-067-038(B), both dated April 12, 1995.

Issued in Fort Worth, Texas, on May 28, 1998.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 98-14929 Filed 6-3-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AGL-61]

Modification of Class D Airspace; Minot AFB, ND; and Class E Airspace; Minot, ND; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects one error in the legal description of a final rule that was published in the **Federal Register** on March 23, 1998 (63 FR 13778), Airspace Docket No. 97-AGL-61. The final rule modified Class D Airspace at Minot AFB, ND, and modified Class E Airspace at Minot, ND. **EFFECTIVE DATE:** 9091 UTC, June 18, 1998.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone: (847) 294-7477.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 98-7405, Airspace Docket No. 97-AGL-61, published on March 23, 1998 (63 FR 13778) rule modified Class D Airspace at Minot AFB, ND, and modified Class E Airspace at Minot, ND. One error was discovered in the legal description for the Class E airspace for Minot, ND. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the legal description for the Class E airspace Minot, ND, as published in the **Federal Register** March 23, 1998 (63 FR 13778), (FR Doc. 98-7405), is corrected as follows:

PART 71—[CORRECTED]

§ 71.7 [Corrected]

AGL ND E5 Minot, ND [Corrected]

On page 13779, in the Class E airspace designation for Minot, ND, incorporated by reference in § 71.1, in column 2, line 11 from top of column, the phrase "Deering TACAN 292 deg. radial" to read "Deering TACAN 312 degree radial".

Issued in Des Plaines, IL on May 20, 1998.

Maureen Woods,

Manager, Air Traffic Division, Great Lakes Region.

[FR Doc. 98-14753 Filed 6-3-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASO-28]

RIN 2120-AA66

Realignment of Jet Route J-66; Tennessee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action realigns Jet Route 66 (J-66) in the State of Tennessee. Realigning J-66 is necessary because the route is aligned on a radial of the Memphis Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) and that VORTAC will be moved south of its present position. This action will ensure that air traffic operations along the jet route are not interrupted by the relocation of the navigational aid. This action coincides with the relocation of the Memphis VORTAC.

DATES: Effective 0901 UTC, August 13, 1998.

Comments for inclusion in the Rules Docket must be received on or before July 20, 1998.

ADDRESSES: Send comments on the rule in triplicate to: Manager, Air Traffic Division, ASO-500, Docket No. 97-ASO-28, Federal Aviation Administration, P.O. Box 20636, Atlanta, GA 30320. Comments may be also sent electronically to the following Internet address: 9-Direct Rule-

Comments@faa.dot.gov. Comments delivered must be marked Airspace Docket No. 97-ASO-28.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916G, 800 Independence Avenue, SW., Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

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:

The Rule

The FAA is amending 14 CFR part 71 to modify J-66 in the State of Tennessee. Realigning J-66 will ensure that air traffic operations are not interrupted by virtue of relocating the Memphis VORTAC. The effective date of this direct final rule coincides with the effective date of relocation of the Memphis VORTAC.

Incorporation by Reference

Jet route designations are published in paragraph 2004 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 route designation listed in this document will be published subsequently in the Order.

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule. Effective August 13, 1998, the FAA will relocate the Memphis, TN, VORTAC. Currently, J-66 is aligned on a radial of the Memphis VORTAC. The Memphis VORTAC is scheduled to be relocated 2.85 miles south of its present position; therefore, realigning J-66 is necessary to ensure that air traffic operations are not interrupted. The jet route will be realigned with the Memphis VORTAC at the new location. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the direct final rule will become effective. If the FAA does receive, within the comment