

discrepancies, in accordance with Airbus Service Bulletin A330-32-3042, Revision 1 (for Model A330 series airplanes), or A340-32-4066, Revision 1 (for Model A340 series airplanes), both dated September 19, 1995; as applicable. Prior to further flight, replace any discrepant actuator with a new, improved actuator in accordance with the applicable service bulletin.

**Note 2:** Airbus Service Bulletins A330-32-3042 and A340-32-4066 both reference LUCAS AEROSPACE Alert Service Bulletin AR024-A32-001, dated July 28, 1995, as an additional source of service information.

(b) Within 15 months after the effective date of this AD, replace any free-fall actuator having a serial number specified in Airbus Service Bulletin A330-32-3042, Revision 1

(for Model A330 series airplanes) or A340-32-4066, Revision 1 (for Model A340 series airplanes), both dated September 19, 1995, with a new, improved actuator in accordance with the applicable service bulletin.

(c) As of the effective date of this AD, no person shall install on any airplane a free-fall actuator, type AR02403, AR02404, or AR02405 having a serial number specified in Lucas Aerospace Limited Service Bulletin AR024-A32-001, dated July 28, 1995.

(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, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance

Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

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

(f) The actions shall be done in accordance with the following Airbus service bulletins, which contain the specified list of effective pages:

Service Bulletin Referenced and Date	Page Number	Revision Level Shown on Page	Date Shown on Page
A330-32-3042, ..... Revision 1, September 19, 1995 .....	1-4, 9, 11, 13 ..... 5-8, 10, 12, 14.	1 ..... Original.	September 19, 1995 August 2, 1995
A340-32-4066, ..... Revision 1, September 19, 1995 .....	1-5, 11, 13, 15 ..... 6-10, 12, 14, 16.	1 ..... Original.	September 19, 1995 August 2, 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 4:** The subject of this AD is addressed in French airworthiness directives 95-187-020(B) and 95-189-032(B), both dated September 27, 1995.

(g) This amendment becomes effective on February 13, 1998.

Issued in Renton, Washington, on January 21, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-1972 Filed 1-28-98; 8:45 am]

BILLING CODE 4910-13-P

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action amends Class D and Class E airspace areas at Salina, KS. The current description indicates part-time operation for the Class E airspace area at Salina Municipal Airport, Salina, KS. The actual hours of operation for the Class E airspace area are continuous. The Class E airspace area description at Salina, KS, is revised to indicate the area is in effect continuously. A review of the airspace for Salina Municipal Airport indicates it does not meet the criteria for 700 feet Above Ground Level (AGL) Class E airspace as required in FAA Order 7400.2D. A revision to the Airport Reference Point (ARP) is included in this document. The intended effect of this amendment is to indicate the Class E airspace area is in effect continuously, comply with the criteria of FAA Order 7400.2D, and amend the ARP for the Class D and Class E airspace areas.

**DATES:** *Effective date:* 0901 UTC, April 23, 1998.

*Comment date:* Comments for inclusion in the Rules Docket must be received on or before March 2, 1998.

**ADDRESSES:** Send comments in triplicate to the Federal Aviation Administration (FAA), Manager, Airspace Branch, Air Traffic Division, (ACE-520), Attention: Rules Docket Number 97-ACE-35, 601 East 12th Street, Kansas City, MO 64106.

The official docket may be examined in the Office of the Regional Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

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

**SUPPLEMENTARY INFORMATION:** This amendment to 14 CFR part 71 amends the Class D and Class E airspace at Salina Municipal Airport, Salina, KS. The Class E airspace is amended by removing the statement which indicates part-time status. The Class E airspace area description does not reflect the actual hours of operation, which are continuous. This action will amend the description for the Class E airspace area at Salina Municipal Airport, Salina, KS, to indicate the area is in effect continuously. A review of the airspace for Salina Municipal Airport indicates it does not meet the criteria for 700 feet AGL Class E airspace area as required in FAA Order 7400.2D. The criteria in FAA Order 7400.2D for an aircraft to reach 1200 feet AGL is based on a standard climb gradient of 200 feet per mile, plus the distance from the ARP to the end of the outermost runway.

## 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

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

Any fractional part of a mile is converted to the next higher tenth of a mile increment. The Class E 700 feet AGL airspace area has been enlarged to conform to the criteria of FAA Order 7400.2D. This action will also amend the ARP for the Class D and Class E airspace areas, at Salina, KS. The areas will be depicted on appropriate aeronautical charts. Class D airspace areas are published in paragraph 5000, Class E airspace areas designated as a surface area for an airport are published in paragraph 6002, Class E airspace areas designated as an extension to a Class D or Class E surface area are published in paragraph 6004, and Class E airspace areas extending upward from 700 feet or more above the surface of the earth 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 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. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower altitudes, especially during inclement weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. 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 final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

#### Comments Invited

Although this action is in the form of a final rule and was not preceded by a notice of proposed rulemaking,

comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, aeronautical, environmental, and energy-related aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 97-ACE-35." The postcard will be date stamped and returned to the commenter.

#### Agency Findings

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.

Therefore the FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (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.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

Accordingly, 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 14 CFR 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 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 5000 Class D airspace.*

\* \* \* \* \*

##### ACE KS D Salina, KS [Revised]

Salina Municipal Airport, KS  
(Lat. 38°47'29" N., long. 97°39'02" W.)

That airspace extending upward from the surface to and including 3,800 feet MSL within a 4.9-mile radius of Salina Municipal Airport. The Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6002 Class E airspace areas designated as a surface area for an airport.*

\* \* \* \* \*

##### ACE KS E2 Salina, KS [Revised]

Salina Municipal Airport, KS  
(Lat. 38°47'29" N., long. 97°39'02" W.)

Within a 4.9-mile radius of Salina Municipal Airport.

\* \* \* \* \*

*Paragraph 6004 Class E airspace areas designated as an extension to a Class D or Class E surface area.*

\* \* \* \* \*

##### ACE KS E4 Salina, KS [Revised]

Salina Municipal Airport, KS  
(Lat. 38°47'29" N., long. 97°39'02" W.)

Salina VORTAC  
(Lat. 38°55'35" N., long. 97°37'16" W.)

That airspace extending upward from the surface within 2 miles each side of the Salina

VORTAC 190° radial extending from the 4.9-mile radius of Salina Municipal Airport to the VORTAC.

\* \* \* \* \*

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### **ACE KS E5 Salina, KS [Revised]**

Salina Municipal Airport, KS

(Lat. 38°47'29" N., long. 97°39'02" W.)

Salina VORTAC

(Lat. 38°55'35" N., long. 97°37'16" W.)

FLORY LOM

(Lat. 38°40'54" N., long. 97°38'42" W.)

That airspace extending upward from 700 feet above the surface within a 7.4-mile radius of Salina Municipal Airport and within 4.4 miles each side of the 010° radial of the Salina VORTAC extending from the 7.4-mile radius to 12 miles north of the VORTAC and within 4 miles west and 8 miles east of the Salina Municipal ILS localizer south course extending from the airport to 16 miles south of the FLORY LOM.

\* \* \* \* \*

Issued in Kansas City, MO, on December 19, 1997.

**Christopher R. Blum,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 98-2216 Filed 1-28-98; 8:45 am]

BILLING CODE 4910-13-M

## **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**

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action amends Class D and Class E airspace areas at Topeka, Philip Billard Municipal Airport, KS. The current description indicates part-time operation for the Class E airspace area at Topeka, Philip Billard Municipal Airport, KS. The actual hours of operation for the Class E airspace area are continuous. The Class E airspace area description at Topeka, Philip Billard Municipal Airport, KS, is revised to indicate the area is in effect continuously. A revision to the Airport Reference Point (ARP) is included in this document. The intended effect of this amendment is to indicate the Class E airspace area is in effect continuously, and amend the ARP for the Class D and Class E airspace areas.

**DATES:** *Effective date:* 0901 UTC, April 23, 1998.

*Comment date:* Comments for inclusion in the Rules Docket must be received on or before March 2, 1998.

**ADDRESSES:** Send comments in triplicate to the Federal Aviation Administration (FAA), Manager, Airspace Branch, Air Traffic Division (ACE-520), Attention: Rules Docket Number 97-ACE-36, 601 East 12th Street, Kansas City, MO 64106.

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**SUPPLEMENTARY INFORMATION:** This amendment to 14 CFR part 71 amends the Class D and Class E airspace at Topeka, Philip Billard Municipal Airport, KS. The Class E airspace is amended by removing the statement which indicates part-time status. The Class E airspace area description does not reflect the actual hours of operation, which are continuous. This action will amend the description for the Class E airspace area at Topeka, Philip Billard Municipal Airport, KS, to indicate the area is in effect continuously. This action will also amend the ARP for the Class D and Class E airspace areas at Topeka, Philip Billard Municipal Airport, KS. The Class D and Class E airspace areas will be depicted on appropriate aeronautical charts. Class D airspace areas are published in paragraph 5000, Class E airspace areas designated as a surface area for an airport are published in paragraph 6002, and Class E airspace areas designated as an extension to a Class D or Class E surface area are published in paragraph 6004, 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 D and Class E airspace designations 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. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower altitudes, especially during inclement weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. 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 final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

#### **Comments Invited**

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Comments are specifically invited on the overall regulatory, economic, aeronautical, environmental, and energy-related aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.