

500 landings after the effective date of this AD, whichever occurs later, accomplish paragraph (a)(1) or (a)(2) of this AD.

Thereafter, prior to the accumulation of 16,000 total landings on the universal joints and bearings, repeat the actions required by either paragraph (a)(1) or (a)(2) of this AD.

(1) Replace affected bearings and universal joints of the flap transmission system with new parts, in accordance with Airbus All Operator Telex (AOT) 27-17, Revision 01, dated July 11, 1994, or Airbus Service Bulletin A300-27-6028, dated December 19, 1994; or

(2) Overhaul the affected bearings and universal joints of the flap transmission system in accordance with Airbus Service Bulletin A300-27-6028, dated December 19, 1994. Prior to the accumulation of 16,000 landings after accomplishing the overhaul, replace affected bearing and universal joints with new parts in accordance with the AOT or the service bulletin.

(b) 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 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(c) 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 airplane to a location where the requirements of this AD can be accomplished.

(d) The actions shall be done in accordance with Airbus All Operator Telex (AOT) 27-17, Revision 01, dated July 11, 1994, or Airbus Service Bulletin A300-27-6028, dated December 19, 1994. 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 3:** The subject of this AD is addressed in French airworthiness directive 94-206-167(B) R1, dated March 15, 1995.

(e) This amendment becomes effective on May 12, 1998.

Issued in Renton, Washington, on March 31, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 98-8900 Filed 4-6-98; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ASW-21]

#### Revocation of Class E Airspace; Spofford, TX

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

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

**SUMMARY:** This action revokes the Class E airspace at Spofford, TX. The cancellation of the NDB runway I special instrument approach procedure removes the need for Class E airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the airport and within 3.1 miles each side of the 204° bearing from the Spofford RBN extending from the 6.4-mile radius to 7.4 miles southwest of the NDB. This action is intended to revoke the unnecessary Class E airspace.

**DATES:** Effective 0901 UTC, August 13, 1998. Comments must be received on or before May 22, 1998.

**ADDRESSES:** Send comments on the rule in triplicate to Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Docket No. 98-ASW-21, Fort Worth, TX 76193-0520.

The official docket may be examined in the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, 2601 Meachan Boulevard, Room 663, Fort Worth, TX, between 9:00 AM and 3:00 PM, Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the Airspace Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Room 414, Fort Worth, TX.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone 817-222-5593.

**SUPPLEMENTARY INFORMATION:** This amendment to 14 CFR part 71 revokes the Class E airspace at Spofford, TX. The cancellation of the NDB runway 1 special instrument approach procedure removes the need for Class E airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the airport and within 3.1 miles each side of the 204° bearing from the Spofford RBN extending from the 6.4-mile radius to 7.4 miles southwest of the

NDB. This action is intended to revoke the unnecessary Class E airspace.

Class E airspace designations 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 removed subsequently from 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. A substantial number of previous opportunities provided to the public to comment on substantially identical actions have resulted in negligible adverse comments or objections. 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 is needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy 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. 98-ASW-21. 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.

Further, the FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments and only involves an established body of technical regulations that require frequent and routine amendments to keep them operationally current. Therefore, I certify that this regulation (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) if promulgated, 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. Since this rule involves routine matters that will only affect air traffic procedures and air navigation, it does not warrant preparation of a Regulatory Flexibility Analysis because the anticipated impact is so minimal.

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

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, 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 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 6005: Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

*ASW TX E5 Spofford, TX [Removed]*

\* \* \* \* \*

Issued in Fort Worth, TX, on March 19, 1998.

**Albert L. Viselli,**

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

[FR Doc. 98-8738 Filed 4-6-98; 8:45 am]

BILLING CODE 4910-13-M

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### 14 CFR Part 71

[Airspace Docket No. 97-ASO-26]

##### Amendment of Class E Airspace; New Bern, NC; Correction

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the airspace classification of a correction to a final rule that was published in the **Federal Register** on March 13, 1998, (63 FR 12410) Airspace Docket No. 97-ASO-26. The final rule modified Class E airspace at New Bern, NC.

**EFFECTIVE DATE:** 0901 UTC, April 23, 1998.

**FOR FURTHER INFORMATION CONTACT:** Nancy B. Shelton, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5586.

**SUPPLEMENTARY INFORMATION:**

#### History

**Federal Register** Document 98-6397, Airspace Docket No. 97-ASO-26, published on March 13, 1998 (63 FR 12410), corrected the geographic position coordinates for the New Bern, NC, Craven County Airport and the New Bern VOR/DME. However, the airspace classification in the legal description erroneously described the airspace as Class E5 in lieu of Class E2. This action corrects that error.

#### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the correction to the airspace classification as published in the **Federal Register** on March 13, 1998 (63 FR 12410), (FR 98-6397) in FAA Order 7400.9E, which is incorporated by reference in 14 CFR 71.1, is corrected as follows:

##### § 7.1 [Corrected]

On page 12410, in column 2, correct to read "ASO NC E2 New Bern, NC [Corrected]"

Issued in College Park, Georgia, on March 20, 1998.

**Nancy B. Shelton,**

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

[FR Doc. 98-8839 Filed 4-6-98; 8:45 am]

BILLING CODE 4910-13-M

#### DEPARTMENT OF TRANSPORTATION

##### 14 CFR Part 71

[Airspace Docket No. 97-AGL-50]

##### Establishment of Class E Airspace; Cooperstown, ND Correction

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects minor errors in the legal description of a final rule that was published in the **Federal Register** on March 12, 1998 (63 FR 11990), Airspace Docket No. 97-AGL-50. The final rule established Class E airspace at Cooperstown, ND.

**EFFECTIVE DATE:** 0901 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 98-6408, Airspace Docket No. 97-AGL-50,