

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.

Note 3: The subject of this AD is addressed in French airworthiness directive 97-264-034(B), dated September 24, 1997.

Issued in Renton, Washington, on May 28, 1998.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-14791 Filed 6-3-98; 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

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes to revise the legal description of the Memphis Class B airspace area by changing the point of origin of the airspace area from the Memphis Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) navigational aid to a geographical point in space. The FAA is taking this action due to the relocation of the Memphis VORTAC. This proposed action will not change the actual dimensions, configuration, or operating requirements of the Memphis Class B airspace area. The effective date of this rulemaking action would coincide with the relocation of the Memphis VORTAC.

DATE: Comments must be received on or before July 6, 1998.

ADDRESS: Send comments on the proposal in triplicate to the Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket, AGC-200, Airspace Docket No. 98-AWA-1, 800 Independence Avenue, SW, Washington DC 20591. Comments may also be sent electronically to the following Internet address: nprmcmts@mail.hq.faa.gov. The official docket may be examined in the Rules Docket, Office of the Chief Counsel,

Room 916, 800 Independence Avenue, SW., Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m. An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

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:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and should be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 98-AWA-1." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will also be filed in the docket.

Availability of NPRM's

An electronic copy of this document may be downloaded using a modem and suitable communications software from the FAA regulations section of the Fedworld electronic bulletin board service (telephone: 703-321-3339) or the **Federal Register's** electronic bulletin board service (telephone: 202-512-1661).

Internet users may reach the FAA's web page at <http://www.faa.gov> or the **Federal Register's** webpage at <http://www.access.gpo.gov/su-docs> for access to recently published rulemaking documents.

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-8783. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should call the FAA's Office of Rulemaking, (202) 267-9677 for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, that describes the application procedure.

Background

Due to on-airport expansion, the Memphis VORTAC will be relocated approximately 2.85 miles south of its current position. This relocation will affect the current Memphis Class B airspace area description. Due to this relocation, the FAA is proposing to redefine the legal description of the Memphis Class B airspace area with reference to a "point in space," which is the current geographic location of the Memphis VORTAC, as the point of origin.

The Proposal

The FAA proposes to amend 14 CFR part 71 (part 71) by revising the legal description of the Memphis Class B airspace area. The current legal description for the Memphis Class B airspace area utilizes the Memphis VORTAC as the point of origin. The Memphis VORTAC will be relocated 2.85 nautical miles south of its current location. Due to the relocation of this navigational aid, the FAA proposes to revise the legal description of the Memphis Class B airspace area by changing the point of origin from the Memphis VORTAC to a point in space geographical position. The geographical point of origin that will be used as part of the proposed legal description will be the old location of the navigational aid. This proposed action is a technical amendment to the legal description and would not change the actual dimensions, configuration, and operating requirements of the Memphis Class B airspace area.

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. Therefore, 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) 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 proposed 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.

The coordinates for this airspace docket are based on North American Datum 83. Class B airspace areas are published in paragraph 3000 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 B airspace area 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 3000—Subpart B-Class B Airspace
* * * * *

ASO TN B Memphis, TN [Revised]

Memphis International Airport (Primary Airport)

(lat. 35°02'51" N., long. 89°58'43" W.)
Point of Origin

(lat. 35°03'46" N., long. 89°58'54" W.)

Boundaries

Area A. That airspace extending upward from the surface to and including 10,000 feet

MSL within a 7-mile arc of the Point of Origin extending clockwise from the 075° bearing from the Point of Origin to the 275° bearing from the Point of Origin and within a 5-mile arc of the Point of Origin extending clockwise from the 275° bearing from the Point of Origin to the 075° bearing from the Point of Origin.

Area B. That airspace extending upward from 1,800 feet MSL to and including 10,000 feet MSL within the area bounded by a line beginning at the 037° bearing 13-mile position from the Point of Origin; thence southward to the 052° bearing 10-mile position from the Point of Origin; then clockwise on the 10-mile arc until intercepting the 126° bearing from the Point of Origin; then extending southward until intercepting the 147° bearing 15-mile position from the Point of Origin; thence clockwise on the 15-mile arc until intercepting the 211° bearing from the Point of Origin; thence northward until intercepting the 226° bearing 11-mile position from the Point of Origin; thence clockwise on the 11-mile arc until intercepting the 312° bearing from the Point of Origin; thence northbound until intercepting the 321° bearing 13-mile arc from the Point of Origin; thence clockwise on the 13-mile arc to the point of beginning and excluding that airspace within Area A.

Area C. That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL within a 20-mile radius of the Point of Origin and excluding that airspace within Areas A and B.

Area D. That airspace extending upward from 5,000 feet MSL to and including 10,000 feet MSL within a 30-mile radius of the Point of Origin, excluding that airspace northwest of a line from the 295° bearing 30-mile position from the Point of Origin to the 352° bearing 30-mile position from the Point of Origin, excluding that airspace southeast of a line from the 114° bearing 30-mile position from the Point of Origin to the 157° bearing 30-mile position from the Point of Origin and excluding that airspace within Areas A, B, and C.

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Issued in Washington, DC, on May 28, 1998.

John S. Walker,

Program Director for Air Traffic Airspace Management.

[FR Doc. 98–14880 Filed 6–3–98; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–AEA–10]

Proposed Amendment to Class E Airspace; Dunkirk, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend the Class E airspace area at Dunkirk, NY. The development of a new Standard Instrument Approach Procedure (SIAP) based on the Global Positioning System (GPS) at Angola Airport, NY, has made this proposal necessary. Additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate the SIAP and for Instrument Flight Rules (IFR) operations at the airport.

DATES: Comments must be received on or before July 6, 1998.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Airspace Branch, AEA–520, Docket No. 98–AEA–10, F.A.A. Eastern Region, Federal Building # 111, John F. Kennedy Int'l Airport, Jamaica, NY 11430.

The official docket may be examined in the Office of the Regional Counsel, AEA–7, F.A.A. Eastern Region, Federal Building # 111, John F. Kennedy International Airport, Jamaica, New York 11430.

An informal docket may also be examined during normal business hours in the Airspace Branch, AEA–520, F.A.A. Eastern Region, Federal Building # 111, John F. Kennedy International Airport, Jamaica, NY 11430.

FOR FURTHER INFORMATION CONTACT: Mr. Francis T. Jordan, Jr., Airspace Specialist, Airspace Branch, AEA–520 F.A.A. Eastern Region, Federal Building # 111, John F. Kennedy International Airport, Jamaica, New York 11430; telephone (718) 553–4521.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipts of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 98–AEA–10." The postcard will be date/time stamped and returned to the commenter. All communications