

(2) If an affected airplane already had the elevator bungee spring and link replaced as specified in paragraphs (b)(1) and (b)(2) of this AD, then only the repetitive replacements of the elevator bungee spring as specified in paragraph (c) of this AD are required.

(d) The repetitive inspections required by paragraph (a) of this AD may be terminated when the replacements specified in paragraphs (a)(2) and (b)(1) and (b)(2) of this AD are accomplished.

(e) As of the effective date of this AD, no person shall install either a Piper P/N 42377-02 (or FAA-approved equivalent part number) elevator bungee spring or a Piper P/N 42376-02 (or FAA-approved equivalent part number) elevator bungee link.

**Note 4:** The actions specified by this AD are different from those in Piper SB No. 626C, dated February 28, 1997. This AD takes precedence over the service bulletin. Piper SB No. 626C, dated February 28, 1997, specifies replacing the bungee links every 1,000 flight hours, and specifies repetitive inspections of both the Piper P/N 42377-02 and P/N 71056-02 elevator bungee springs. This AD requires a one-time replacement of the elevator bungee link, and does not require repetitive inspections of the Piper P/N 71056-02 elevator bungee springs on any of the affected airplanes.

(f) 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.

(g) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

(2) Alternative methods of compliance approved in accordance with AD 79-01-04 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

**Note 5:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(h) The inspection required by this AD shall be done in accordance with Piper Service Bulletin No. 626C, dated February 28, 1997. The replacement required by this AD (for Model PA-31P airplanes) shall be done in accordance with Piper Service Bulletin No. 1002, dated June 5, 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 The New Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960. 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.

(i) This amendment supersedes AD 79-01-04, Amendment 39-3381.

(j) This amendment becomes effective on May 26, 1998.

Issued in Kansas City, Missouri, on April 6, 1998.

**Marvin R. Nuss,**

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

[FR Doc. 98-9750 Filed 4-14-98; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-ANM-16]

#### Amendment of Class E Airspace; McCall, ID

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the McCall, ID, Class E airspace area. This revision of airspace is necessary in order to fully encompass the procedures for two new Standard Instrument Approach Procedures (SIAPs) at the McCall Airport, McCall, ID.

**EFFECTIVE DATE:** 0901 UTC, June 18, 1998.

**FOR FURTHER INFORMATION CONTACT:** Dennis Ripley, ANM-520.6, Federal Aviation Administration, Docket No. 97-ANM-16, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (425) 227-2527.

#### SUPPLEMENTARY INFORMATION:

##### History

On January 26, 1998, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by revising the McCall Class E airspace area at McCall, ID, (63 FR 3674). This action provides the airspace to fully encompass two SIAPs for the McCall Airport. The coordinates for the airport were recently updated and are corrected herein. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. 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 Rule

This amendment to 14 CFR part 71 modifies Class E airspace at McCall, ID. This modification of airspace is necessary to fully contain the Global Positioning System (GPS) Runway 34 SIAP and the Non-directional Radio Beacon (NDB) Runway 34 SIAP within controlled airspace. This revision adds approximately 45 miles of additional airspace to the west, a 17 mile extension to the south, and smaller extensions to the north and east. The FAA establishes Class E airspace extending upward from 700 feet AGL, where necessary, to contain aircraft transitioning between the terminal and en route environments. The intended effect of this rule is designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under Instrument Flight Rules (IFR) at the McCall Airport and between the terminal and en route transition stages.

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. It, therefore, (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 rule will not have a significant economic impact 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

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 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.*

\* \* \* \* \*

**ANM ID E5 McCall, ID [Revised]**

McCall Airport, ID  
(Lat. 44°53'20" N, long. 116°06'06" W)  
McCall NDB  
(Lat. 44°48'20" N, long. 116°06'08" W)

That airspace extending upward from 700 feet above the surface within 4 miles west and 8 miles east of the 169° and 349° bearings from the McCall NDB extending from 16 miles south to 11 miles north of the NDB; that airspace extending upward from 1,200 feet above the surface within a line from lat. 44°12'00" N, long. 116°06'00" W; to lat. 45°05'00" N, long. 117°28'00" W; to lat. 45°15'00" N, long. 117°19'00" W; to lat. 45°05'30" N, long. 115°52'00" W; to lat. 44°16'00" N, long. 115°40'00" W; thence to the point of beginning, excluding Federal airways, La Grande and Baker City, OR, and Boise, ID, Class E airspace areas.

\* \* \* \* \*

Issued in Seattle, Washington, on March 26, 1998.

**Glenn A. Adams III,**  
*Acting Manager, Air Traffic Division,*  
*Northwest Mountain Region.*

[FR Doc. 98-9836 Filed 4-14-98; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97-ANM-15]

**Revocation of Class E Airspace; Blue Mesa, CO; and Establishment of Class E Airspace; Gunnison, CO**

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

**ACTION:** Final rule.

**SUMMARY:** This action revokes the Class E airspace at Blue Mesa, CO, and establishes a larger Class E airspace area in its place, which is designated the Gunnison, CO, Class E airspace area. The Blue Mesa Class E airspace area was incorrectly named for a navigational aid rather than for the airport served by the airspace. This is contrary to FAA policy.

This action, in effect, renames the Class E airspace area. This action also increases the size of the Class E airspace area. The additional controlled airspace is necessary to accommodate a new Global Positioning System (GPS) standard instrument approach procedure (SIAP) serving the Gunnison County Airport, Gunnison, CO.

**EFFECTIVE DATE:** 0901 UTC, June 18, 1998.

**FOR FURTHER INFORMATION CONTACT:** Dennis Ripley, ANM-520.6, Federal Aviation Administration, Docket No. 97-ANM-15, 1601 Lind Avenue SW., Renton, Washington, 98055-4056; telephone number: (425) 227-2527.

**SUPPLEMENTARY INFORMATION:**

**History**

On January 26, 1998, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by revoking the Blue Mesa, CO, Class E airspace area while establishing a larger and correctly named Gunnison, CO, Class E airspace area (63 FR 3675). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. 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 Rule**

This amendment to 14 CFR part 71 revokes the existing Blue Mesa, CO, Class E airspace and establishes Class E airspace at Gunnison, CO. The establishment of the Gunnison, CO, airspace adds a 2 nautical mile 700-foot Class E area extension to the northeast, and modifies 1200-foot Class E airspace to the south and the east of the existing Blue Mesa, CO, airspace. The extensions are necessary to meet the airspace criteria for aircraft transitioning between the terminal and en route environments and to fully encompass a new GPS-B SIAP to the Gunnison County Airport. The FAA establishes Class E airspace extending upward from 700 feet AGL, where necessary, to contain aircraft transitioning between the terminal and en route environments. The intended effect of this rule is designed to provide safe and efficient use of the navigable

airspace and to promote safe flight operations under Instrument Flight Rules at the Gunnison County Airport and between the terminal and en route transition stages.

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. It, therefore, (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 rule will not have a significant economic impact 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**

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 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.*

\* \* \* \* \*

**ANM CO E5 Blue Mesa, CO [Removed]**

\* \* \* \* \*

**ANM CO E5 Gunnison, CO [New]**

Gunnison County Airport, CO  
(Lat. 38°32'02" N, long. 106°55'59" W)

That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at lat. 38°11'25"