

(b) At the time specified in paragraph (a) of this AD, accomplish the actions specified in either paragraph (b)(1) or (b)(2) of this AD, as applicable:

(1) For airplanes specified in Part 1 of Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-71-019/1, dated February 28, 1997: Modify the hook and latch engagement assemblies of the left and right engine cowl doors, and inspect to determine the aerodynamic mismatch between the fixed cowl and lower cowl door; in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-71-019/1, dated February 28, 1997.

Note 2: Accomplishment of the modification of the hook and latch engagement assemblies of the left and right engine cowl doors, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-71-003, dated April 14, 1989; Revision 1, dated August 8, 1989; or Revision 2, dated November 21, 1994; is considered acceptable for compliance with the applicable modification specified in paragraph (b)(1) of this amendment.

(2) For airplanes specified in Part 2 of Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-71-019/1, dated February 28, 1997, excluding those airplanes subject to paragraph (b)(1) of this AD: Perform a one-time inspection to determine the aerodynamic mismatch between the fixed cowl and the lower cowl door, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-71-019/1, dated February 28, 1997.

(c) If the aerodynamic mismatch measured between the fixed cowl and lower cowl door is less than or equal to 4.5 mm, no further action is required by this AD.

(d) If the aerodynamic mismatch measured between the fixed cowl and lower cowl door is greater than 4.5 mm, prior to further flight, perform a one-time inspection to measure the mis-engagement between the left and right engine hooks of the fixed cowl door and the clevis fittings of the lower cowl door; in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-71-019/1, dated February 28, 1997.

(1) If the mis-engagement is less than or equal to 6.5 mm, no further action is required by this AD.

(2) If the mis-engagement is greater than 6.5 mm: Within 1 year after measuring the mis-engagement required by this paragraph, modify the mid-clevis fitting on the right and left engine lower cowl door; in accordance with Part 3 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-71-019/1, dated

February 28, 1997. After accomplishment of this modification, no further action is required by this AD.

(e) 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.

(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) The actions shall be done in accordance with Fokker Service Bulletin SBF 100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF 100-71-019/1, dated February 28, 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 Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. 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 Dutch airworthiness directive 1989-049/3 (A), dated June 28, 1996.

(h) This amendment becomes effective on February 20, 1998.

Issued in Renton, Washington, on January 7, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-822 Filed 1-15-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ACE-30]

Amendment to Class E Airspace; Audubon, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends the Class E airspace area at Audubon County Airport. The FAA has developed a

Global Positioning System (GPS) Runway (RWY) 32 Standard Instrument Approach Procedure (SIAP) to serve the Audubon County Airport. Additional controlled airspace 700 feet Above Ground Level (AGL) is needed to accommodate this SIAP. The enlarged area will contain the new GPS RWY 32 SIAP in controlled airspace at and above 700 feet AGL in order to contain the new SIAP within controlled airspace. The intended effect of this rule is to provide controlled Class E airspace for aircraft executing the GPS RWY 32 SIAP.

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

Comments for inclusion in the Rules Docket must be received on or before February 17, 1998.

ADDRESSES: Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE-520, Federal Aviation Administration, Docket Number 97-ACE-30, 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: The FAA has developed a GPS RWY 32 SIAP to serve the Audubon County Airport, Audubon, IA. The amendment to Class E airspace at Audubon, IA, will provide additional controlled airspace at and above 700 feet AGL in order to contain the new SIAP within controlled airspace. The area will be depicted on appropriate aeronautical charts. Class E airspace areas extending 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-30." 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.

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

* * * * *

ACE IA E5 Audubon, IA [Revised]

Audubon County Airport, IA
(lat. 41°42'05"N., long. 95°55'14"W.)

Audubon NDB
(lat. 41°41'25"N., long. 94°54'36"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Audubon County Airport and within 2.6-miles each side of the 146° bearing from the Audubon NDB extending from the 6.4-mile radius to 7 miles southeast of the airport.

* * * * *

Issued in Kansas City, MO, on October 24, 1997.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division, Central Region.

[FR Doc. 98-1105 Filed 1-15-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ACE-11]

Amendment to Class E Airspace; Lee's Summit, MO

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This notice confirms the effective date of a direct final rule which revises Class E airspace at Lee's Summit, MO.

EFFECTIVE DATE: The direct final rule published at 62 FR 53740 is effective on 0901 UTC February 26, 1998.

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

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on October 16, 1997 (62 FR 53740). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective