

passenger and crew doors and repetitive visual inspections, adjustments, and tests of the passenger and crew door latching and locking systems to ensure correct operation.

As published, AD 98-11-11 contained typographical errors in paragraph (a)(2)(ii), which indicated that the actions required by that paragraph were to be accomplished in accordance with "paragraphs 2. and 3. of CASA COM 235-093, Revision 02, dated October 19, 1995; and paragraph V of Annex II of CASA COM 235-098, Revision 02, dated October 19, 1995." However, the correct service information reference is CASA COM 235-098, rather than CASA COM 235-093. In addition, the paragraph reference for Annex II should read: "paragraph V." (In all other parts of the published AD and its preamble, the service information was cited correctly.)

This document corrects the reference to the CASA service information cited in paragraph (a)(2)(ii) of AD 98-11-11.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of this AD remains June 30, 1998.

In final rule, FR Doc. 98-13395, published on May 26, 1998 (63 FR 28482), make the following corrections:

§ 39.13 [Corrected]

1. On page 28483, in the third column, paragraph (a)(2)(ii) of AD 98-11-11 is corrected to read as follows:

* * * * *

(a) * * *

(2) * * *

(ii) Repeat adjustments and tests of the door latching and locking systems, in accordance with paragraphs 2. and 3. of CASA COM 235-098, Revision 02, dated October 19, 1995; and paragraph V of Annex II of CASA COM 235-098, Revision 02, dated October 19, 1995; at intervals not to exceed 1,200 flight hours. If any discrepancy is found during any adjustment or test, prior to further flight, accomplish the applicable corrective action in accordance with the COM.

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Issued in Renton, Washington, on July 15, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-19456 Filed 7-21-98; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ASW-42]

Revision of Class E Airspace; Dallas-Fort Worth, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This amendment revises the description of the Dallas-Forth Worth (DFW) Class E airspace area by changing its point of origin from the DFW Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) to the VORTAC's present geographical coordinates. The FAA is taking this action due to the planned relocation of the DFW VORTAC $\frac{3}{4}$ nautical miles west of its present location. The intent of this action is to facilitate the relocation of the DFW VORTAC without changing the actual dimensions, configuration, or operating requirements of the DFW Class E airspace area.

DATES: Effective: 0901 UTC, October 8, 1998.

Comment Date: Comments must be received on or before August 21, 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-42, Fort Worth, TX 76193-0520.

The official docket may be examined in the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, 2601 Meacham 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, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone 817-322-5593.

SUPPLEMENTARY INFORMATION: This amendment to 14 CFR part 71 revises the location of the Class E airspace area at Dallas-Forth Worth, TX. This action revises the description of the DFW Class E airspace area by changing its point of origin from the DFW VORTAC to the VORTAC's present geographical

coordinates. The FAA is taking this action due to the planned relocation of the DFW VORTAC $\frac{3}{4}$ nautical miles west of its present location. The intent of this action is to facilitate the relocation of the DFW VORTAC without changing the actual dimensions, configuration, or operating requirements of the DFW Class E airspace area.

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 published subsequently in the order.

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in any 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-42." 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 level 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(q), 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.

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ASW TX E5 Dallas-Fort Worth, TX [Revised]

Dallas/Fort Worth International Airport, TX
(lat. 32°53'45"N., long. 97°02'14"W.)
McKinney Municipal, TX
(lat. 33°10'41"N., long. 96°35'26"W.)
Rockwall Municipal Airport, TX
(lat. 32°55'50"N., long. 96°26'08"W.)
Mesquite Metro Airport, TX
(lat. 32°44'49"N., long. 96°31'50"W.)
Mesquite NDB
(lat. 32°48'34"N., long. 96°31'45"W.)
Mesquite Metro ILS Localizer
(lat. 32°44'03"N., long. 96°31'50"W.)
Lancaster Airport, TX
(lat. 32°34'45"N., long. 96°43'09"W.)
Lancaster NDB
(lat. 32°34'40"N., long. 96°43'19"W.)
Point of Origin
(lat. 32°51'57"N., long. 97°01'41"W.)
Fort Worth Spinks Airport, TX
(lat. 32°33'55"N., long. 97°18'29"W.)
Celburne Municipal Airport, TX
(lat. 32°21'14"N., long. 97°26'02"W.)
Bourland Field, TX
(lat. 32°34'51"N., long. 97°35'29"W.)
Granbury Municipal Airport, TX
(lat. 32°26'40"N., long. 97°49'01"W.)
Weatherford, Parker County Airport, TX
(lat. 32°44'47"N., long. 97°40'57"W.)
Bridgeport Municipal Airport, TX
(lat. 33°10'29"N., long. 97°49'42"W.)
Decatur Municipal Airport, TX
(lat. 33°15'17"N., long. 97°34'50"W.)

That airspace extending upward from 700 feet above the surface within a 30-mile radius of Dallas/Fort International Airport and within a 6.6-mile radius of McKinney Municipal Airport and within 1.8 miles each side of the 002° bearing from the McKinney

Municipal Airport extending from the 6.6-mile radius to 9.2 miles north of the airport and within a 6.3-mile radius of Rockwall Municipal Airport and within 1.6 miles each side of the 010° bearing from the airport extending from the 6.3-mile radius to 10.8 miles north of the airport and within a 6.5-mile radius of Mesquite Metro Airport and within 8 miles each and 4 miles west of the 001° bearing from the Mesquite NDB extending from the 6.5-mile radius to 19.7 miles north of the airport and within 1.7 miles each side of Mesquite Metro ILS Localizer south course extending from the 6.5-mile radius to 11.1 miles south of the airport and within a 6.5-mile radius of the Lancaster Airport and within 8 miles west and 4 miles east of the 129° bearing from the Lancaster NDB extending from the 6.50-mile radius to 16 miles southeast of the NDB and within 8 miles northeast and 4 miles southwest of the 144° bearing from the Point of Origin extending from the 30 mile radius of Dallas/Fort Worth International Airport to 35 miles southeast of the Point of Origin and within 6.5-mile radius of Fort Worth Spinks Airport and within 8 miles each and 4 miles west of the 178° bearing from the airport extending from the 6.5-mile radius to 21 miles south of the airport and within a 6.9-mile radius of Cleburne Municipal Airport and within 3.6 miles each side of the 292° bearing from the airport extending from the 6.9-mile radius to 12.2 miles northwest of the airport and within a 6.5-mile radius of Bourland Field and within a 6.3-mile radius of Granbury Municipal Airport and within a 6.3-mile radius of Parker County Airport and within 8 miles east and 4 miles west of the 177° bearing from the airport extending from the 6.3-mile radius to 21.4 miles south of the airport and within a 6.3-mile radius of Bridgeport Municipal Airport and within 1.6 miles each side of the 040° bearing from the airport extending from the 6.3-mile radius to 10.6 miles northeast of the airport and within a 6.3-mile radius of Decatur Municipal Airport and within 1.5 miles each side of the 263° bearing from the airport extending from the 6.3-mile radius to 9.2 miles west of the airport.

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Issued in Fort Worth, TX, on July 14, 1998.

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Albert L. Viselli,

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

[FR Doc. 98-19421 Filed 7-21-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ANM-23]

RIN 2120-AA66

Alteration of VOR Federal Airways; WA

AGENCY: Federal Aviation Administration (FAA), DOT.