

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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on July 9, 1998.

Note 4: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 95-068-017(B) and AD 95-067-038(B), both dated April 12, 1995.

Issued in Fort Worth, Texas, on May 28, 1998.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 98-14929 Filed 6-3-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AGL-61]

Modification of Class D Airspace; Minot AFB, ND; and Class E Airspace; Minot, ND; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects one error in the legal description of a final rule that was published in the **Federal Register** on March 23, 1998 (63 FR 13778), Airspace Docket No. 97-AGL-61. The final rule modified Class D Airspace at Minot AFB, ND, and modified Class E Airspace at Minot, ND. **EFFECTIVE DATE:** 9091 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 98-7405, Airspace Docket No. 97-AGL-61, published on March 23, 1998 (63 FR 13778) rule modified Class D Airspace at Minot AFB, ND, and modified Class E Airspace at Minot, ND. One error was discovered in the legal description for the Class E airspace for Minot, ND. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the legal description for the Class E airspace Minot, ND, as published in the **Federal Register** March 23, 1998 (63 FR 13778), (FR Doc. 98-7405), is corrected as follows:

PART 71—[CORRECTED]

§ 71.7 [Corrected]

AGL ND E5 Minot, ND [Corrected]

On page 13779, in the Class E airspace designation for Minot, ND, incorporated by reference in § 71.1, in column 2, line 11 from top of column, the phrase "Deering TACAN 292 deg. radial" to read "Deering TACAN 312 degree radial".

Issued in Des Plaines, IL on May 20, 1998.

Maureen Woods,

Manager, Air Traffic Division, Great Lakes Region.

[FR Doc. 98-14753 Filed 6-3-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASO-28]

RIN 2120-AA66

Realignment of Jet Route J-66; Tennessee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action realigns Jet Route 66 (J-66) in the State of Tennessee. Realigning J-66 is necessary because the route is aligned on a radial of the Memphis Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) and that VORTAC will be moved south of its present position. This action will ensure that air traffic operations along the jet route are not interrupted by the relocation of the navigational aid. This action coincides with the relocation of the Memphis VORTAC. **DATES:** Effective 0901 UTC, August 13, 1998.

Comments for inclusion in the Rules Docket must be received on or before July 20, 1998.

ADDRESSES: Send comments on the rule in triplicate to: Manager, Air Traffic Division, ASO-500, Docket No. 97-ASO-28, Federal Aviation Administration, P.O. Box 20636, Atlanta, GA 30320. Comments may be also sent electronically to the following Internet address: 9-Direct Rule-

Comments@faa.dot.gov. Comments delivered must be marked Airspace Docket No. 97-ASO-28.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916G, 800 Independence Avenue, SW., Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

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:

The Rule

The FAA is amending 14 CFR part 71 to modify J-66 in the State of Tennessee. Realigning J-66 will ensure that air traffic operations are not interrupted by virtue of relocating the Memphis VORTAC. The effective date of this direct final rule coincides with the effective date of relocation of the Memphis VORTAC.

Incorporation by Reference

Jet route designations are published in paragraph 2004 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 jet route 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. Effective August 13, 1998, the FAA will relocate the Memphis, TN, VORTAC. Currently, J-66 is aligned on a radial of the Memphis VORTAC. The Memphis VORTAC is scheduled to be relocated 2.85 miles south of its present position; therefore, realigning J-66 is necessary to ensure that air traffic operations are not interrupted. The jet route will be realigned with the Memphis VORTAC at the new location. 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 direct final rule will become effective. If the FAA does receive, within the comment