

this AD at intervals not to exceed 100 hours TIS.

(e) Within 600 hours TIS after October 24, 1997, accomplish the repair to the vertical fin in accordance with the Appendix, "Repair of BK117 Vertical Fin," to Eurocopter ASB MBB-BK-117 No. ASB-MBB-BK 117-30-106, Revision 4, dated December 19, 1997, or in accordance with the Appendix, "Repair of BK117 Vertical Fin," to Eurocopter ASB No. MBB-BK 117-30-106, Revision 3, dated May 5, 1997, except use of blind rivets is not permitted. If blind rivets were previously used to accomplish the vertical fin repair, they must be removed and replaced with solid rivets to comply with the requirements of this AD. Thereafter, perform the visual inspection required by paragraph (a) of this AD at intervals not to exceed 300 hours TIS.

(f) 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, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(g) Special flight permits will not be issued.

(h) The inspections and repairs shall be done in accordance with the Appendix, "Repair of BK117 Vertical Fin," to Eurocopter Alert Service Bulletin MBB-BK 117-30-106, Revision 4, dated December 19, 1997, or in accordance with the Appendix, "Repair of BK117 Vertical Fin," to Eurocopter Alert Service Bulletin No. MBB-BK 117-30-106, Revision 3, dated May 5, 1997, except use of blind rivets is not permitted. The incorporation by reference of Eurocopter Alert Service Bulletin No. MBB-BK 117-30-106, Revision 3, dated May 5, 1997, was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of October 24, 1997 (62 FR 52655, October 9, 1997). The incorporation by reference of Eurocopter Alert Service Bulletin MBB-BK 117-30-106, Revision 4, dated December 19, 1997, 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.

**Note 3:** Accomplishment of the requirements of Revision 3 of the referenced service bulletin, except for using solid rivets instead of blind rivets, or Revision 4 of the referenced service bulletin constitutes compliance with the requirements of this AD.

(i) This amendment becomes effective on December 4, 1998.

**Note 4:** The subject of this AD is addressed in Luftfahrt-Bundesamt (Germany) AD 1997-144/3, effective May 11, 1998.

Issued in Fort Worth, Texas, on November 12, 1998.

**Henry A. Armstrong,**  
Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 98-30788 Filed 11-18-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ACE-39]

#### Amendment to Class E Airspace; Great Bend, KS

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule which revises Class E airspace at Great Bend, KS.

**DATE:** The direct final rule published at 63 FR 51812 is effective on 0901 UTC, January 28, 1999.

**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 September 29, 1998 (63 FR 51812). 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 on January 28, 1999. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on October 27, 1998.

**Herman J. Lyons, Jr.,**  
Manager, Air Traffic Division, Central Region.  
[FR Doc. 98-30931 Filed 11-18-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ACE-40]

#### Amendment to Class E Airspace; Pittsburgh, KS

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule which revises Class E airspace at Pittsburgh, KS.

**DATE:** The direct final rule published at 63 FR 51811 is effective on 0901 UTC, January 28, 1999.

**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 September 29, 1998 (63 FR 51811). 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 on January 28, 1999. No adverse comments were received, and thus this notice conforms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on October 27, 1998.

**Herman J. Lyons, Jr.,**  
Manager, Air Traffic Division, Central Region.  
[FR Doc. 98-30930 Filed 11-18-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ACE-41]

#### Amendment to Class E Airspace; Ullyses, KS

**AGENCY:** Federal Aviation Administration, DOT.