

(d) Subject

Air Transport Association (ATA) of America Code 11, Placards and markings.

(e) Reason

This AD was prompted by reports indicating that certain exit signs have a hydrogen isotope that decays over time, causing the signs to lose their brightness. We are issuing this AD to prevent insufficiently illuminated exit signs, which could possibly prevent safe evacuation during an emergency and cause injury to occupants.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

Within 30 days after the effective date of this AD, request instructions from the Manager, International Section, Transport Standards Branch, FAA, to address the unsafe condition specified in paragraph (e) of this AD; and accomplish the actions at the times specified in, and in accordance with, those instructions. Guidance can be found in Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) AD 2012-0239, dated November 9, 2012.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (i)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(i) Related Information

(1) Refer to MCAI EASA AD 2012-0239, dated November 9, 2012, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1098.

(2) For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1137; fax 425-227-1149.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on November 22, 2017.

Jeffrey E. Duven,

Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2017-26191 Filed 12-5-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2017-0295; Airspace Docket No. 16-AWP-2]

Establishment of Class E Airspace; Kaunakakai, HI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** of October 11, 2017, that establishes Class E airspace and amends Class D and E airspace at Molokai Airport, Kaunakakai, HI. The airspace description for the airport in Class E airspace extending upward from 700 feet above the surface contained the following wording in error: "That airspace extending upward from the surface . . ." It is removed and replaced by "That airspace extending upward from 700 feet above the surface"

DATES: Effective date 0901 UTC December 7, 2017. The Director of the Federal Register approves this incorporation by reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Tom Clark, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203-4511.

SUPPLEMENTARY INFORMATION:**History**

The FAA published a final rule in the **Federal Register** (82 FR 47104, October 11, 2017) Docket No. FAA-2017-0295 establishing Class E airspace and amending Class D and Class E airspace at Molokai Airport, Kaunakakai, HI. Subsequent to publication, the FAA identified a clerical error in the legal description of the Class E airspace extending upward from 700 feet or more above the surface at Molokai Airport. This correction changes the words ". . ." from the surface . . ." to read ". . ." from 700 feet above the surface"

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of October 11, 2017 (82 FR 47104) FR Doc. FR Doc. 2017-21785, Establishment of Class E Airspace and Amendment of Class D and Class E Airspace; Kaunakakai, HI, is corrected as follows:

§ 71.1 [Amended]**AWP HI E5 Kaunakakai, HI [Corrected]**

■ On page 47105, column 3, lines 10 and 11, the words "That airspace extending upward from the surface" are corrected to read "That airspace extending upward from 700 feet above the surface".

Issued in Seattle, Washington, on November 21, 2017.

Brian J. Johnson,

Acting Manager, Operations Support Group, Western Service Center.

[FR Doc. 2017-26203 Filed 12-5-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2017-0737; Airspace Docket No. 16-ANM-12]

Establishment of Class E Airspace, Twin Bridges, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace extending upward from 700 and 1,200 feet above the surface at Twin Bridges Airport, Twin Bridges, MT, to accommodate the development of instrument flight rules (IFR) operations under standard instrument approach and departure procedures at the airport, for the safety and management of aircraft within the National Airspace System. This action also makes a minor correction to one geographic coordinate of the airport reference point.

DATES: Effective 0901 UTC, February 1, 2018. The Director of the Federal Register approves this incorporation by reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11B, Airspace Designations and Reporting Points, and subsequent amendments can