

(2) Revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM), in accordance with Note 1 of Paragraph 1.C. of Shorts Service Bulletin SD330-26-14, dated September 1994 (for Shorts Model SD3-30 series airplanes), or Shorts Service Bulletin SD360-26-11, dated July 1994 (for Shorts Model SD3-60 series airplanes), as applicable.

(c) For airplanes equipped with fire extinguishers having part number (P/N) BA51012SR-3 or BA51012SR: Within 6 months after the effective date of this AD, accomplish either paragraph (c)(1) or (c)(2) of this AD:

(1) Install a chamfered nozzle on the discharge head assembly of each fire extinguisher and add a new trigger by replacing the discharge head assembly with a new discharge head assembly, having P/N BA22988-3, in accordance with Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26-107, Revision 1, dated November 2, 1992. Or

(2) Replace the trigger on the discharge head assembly of each fire extinguisher with a new trigger, in accordance with Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26-108, dated September 1992. After replacement, install a chamfered nozzle on the discharge head assembly of each fire extinguisher by reworking the discharge head assembly in accordance with Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26-107, Revision 1, dated November 2, 1992.

(d) 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(e) 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.

(f) The actions shall be done in accordance with Short Brothers Shorts Service Bulletin SD330-26-14, dated September 1994; Short Brothers Shorts Service Bulletin SD360-26-11, dated July 1994; Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26-107, Revision 1, dated November 2, 1992; and Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26-108, dated September 1992; as applicable. 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 Short Brothers (USA), Inc., Civil Technical Operations, P.O. Box 211 (Route 76 East), Bridgeport, West Virginia 26330. 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.

(g) This amendment becomes effective on June 8, 1998.

Issued in Renton, Washington, on April 22, 1998.

Gary L. Killion,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-05-AD; Amendment 39-10458]

RIN 2120-AA64

Airworthiness Directives; Bombardier Model CL-215-1A10 and CL-215-6B11 Series Airplanes; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; correction.

SUMMARY: This document corrects an error that appeared in amendment 39-10458 that was published in the **Federal Register** on April 10, 1998 (63 FR 17672). The error resulted in the inadvertent omission of the applicability statement of the amendment. This amendment is applicable to certain Bombardier Model CL-215-1A10 and CL-215-6B11 series airplanes. This amendment requires repetitive inspections to detect cracking on certain wing to fuselage frame-angles, and repair, if necessary.

DATES: Effective July 9, 1998.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the **Federal Register** as of July 9, 1998 (63 FR 17672, April 10, 1998).

FOR FURTHER INFORMATION CONTACT: Serge Napoleon, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7512; fax (516) 568-2716.

SUPPLEMENTARY INFORMATION: Amendment 39-10458, applicable to certain Bombardier Model CL-215-1A10 and CL-215-6B11 series airplanes, was published in the **Federal Register** on April 10, 1998 (63 FR 17672). That amendment requires

repetitive inspections to detect cracking on certain wing to fuselage frame-angles, and repair, if necessary.

As published, the applicability statement of the amendment was omitted inadvertently. The FAA has determined that this omission must be corrected. In all other respects, the original document is correct.

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

The effective date of this amendment remains July 9, 1998.

§ 39.13 [Corrected]

1. On page 17674, in the first column, the airworthiness directive, amendment 39-10458, is corrected by adding the applicability statement preceding Note 1 to read as follows:

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Applicability: Model CL-215-1A10 and CL-215-6B11 series airplanes, serial numbers 1001 through 1125 inclusive, certificated in any category.

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Issued in Renton, Washington, on April 24, 1998.

Gary L. Killion,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ANM-24]

Amendment of Class D Airspace; Twin Falls, ID

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of the direct final rule published on February 25, 1998 (63 FR 9409) which changed the name of the airport in the Twin Fall, ID, Class D airspace legal description. During a review of Idaho airspace, it was discovered that the airport name needed updating because it was changed from Twin Falls-Sun Valley Regional, Joslin Field to Joslin Field-Magic Valley Regional. This rule also updated the coordinates for the airport.

EFFECTIVE DATE: The direct final rule published at 63 FR 9409 is effective 0910 UTC, May 26, 1998.

FOR FURTHER INFORMATION CONTACT: