

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

**De Havilland, Inc.:** Docket 97-NM-04-AD.

*Applicability:* Model DHC-8-100, -200, and -300 series airplanes having serial numbers 3 and subsequent; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent failure of the alternate release mechanism of the flight compartment door, which could delay or impede the evacuation of the flightcrew and passengers during an emergency, accomplish the following:

(a) Within 90 days after the effective date of this AD, modify the lower hinge assembly and main door latch (Modification 8/2337) of the flight compartment door, in accordance with de Havilland Service Bulletin S.B. 8-52-39, Revision 'D,' dated February 27, 1998.

**Note 2:** Modification of the flight compartment door accomplished prior to the effective date of this AD in accordance with de Havilland Service Bulletin S.B. 8-52-39, dated August 30, 1996; Revision 'A,' dated October 31, 1996; Revision 'B,' dated July 4, 1997; or Revision 'C,' dated September 1, 1997; is considered acceptable for compliance with the modification required by paragraph (a) of this AD.

(b) Within 800 flight hours after accomplishment of the modification required by paragraph (a) of this AD, inspect the hinge areas around the hinge pin holes of the flight compartment door for wear, in accordance with de Havilland Service Bulletin S.B. 8-52-39, Revision 'C,' dated September 1, 1997, or Revision 'D,' dated February 27, 1998.

(1) If no wear is detected, or if the wear is less than or equal to 0.020 inch in depth, repeat the inspection thereafter at intervals not to exceed 800 flight hours.

(2) If any wear is detected and its dimension around the hinge pin holes is less than 0.050 inch and greater than 0.020 inch in depth, prior to further flight, perform the applicable corrective actions specified in the service bulletin. Repeat the inspection thereafter at intervals not to exceed 800 flight hours.

(3) If any wear is detected and its dimension around the hinge pin holes is greater than or equal to 0.050 inch in depth, prior to further flight, replace the worn hinges with new hinges in accordance with

the service bulletin. Repeat the inspection thereafter at intervals not to exceed 800 flight hours.

(c) 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, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

(d) 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.

**Note 4:** The subject of this AD is addressed in Canadian airworthiness directive CF-96-20R2, dated July 16, 1997.

Issued in Renton, Washington, on July 29, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Parts 65, 66, and 147**

[Docket No. 27863; Notice No. 98-5]

RIN 2120-AF22

**Revision of Certification Requirements: Mechanics and Repairmen; Correction**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of Proposed Rulemaking (NPRM); correction.

**SUMMARY:** This document corrects the preamble to a proposed rule published in the **Federal Register** on July 9, 1998, (63 FR 37172) that would revise the certification requirements for mechanics and repairmen. This correction provides the public with the correct telephone number to obtain a copy of the NPRM.

**FOR FURTHER INFORMATION CONTACT:** Leslie K. Vipond, AFS-350, Continuous Airworthiness Maintenance Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington DC 20591, telephone: (202) 267-3269.

**Correction**

In proposed rule FR Doc. 98-17589 beginning on page 37172 in the **Federal**

**Register** issue of Thursday, July 9, 1998, make the following correction:

On page 37172, in the Availability of NPRMs section, in the third column, in the second complete paragraph, on line 7, the telephone number specified to obtain a copy of the NPRM is listed as "(202) 267-9860." This should be changed to read "(202) 267-9680."

Issued in Washington, DC on July 31, 1998.

**Donald P. Byrne,**

*Assistant Chief Counsel, Regulations Division.*

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

[Airspace Docket No. 95-AWA-12]

RIN 2120-AA66

**Proposed Modification of the Salt Lake City Class B Airspace Area; Utah**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to modify the Salt Lake City, UT, Class B airspace area. Specifically, this action proposes to reconfigure three existing subarea boundaries. The FAA is proposing this action to enhance safety and improve the flow of air traffic into, out of, through, and around the Salt Lake City Class B airspace area, while accommodating the concerns of airspace users.

**DATES:** Comments must be received on or before October 5, 1998.

**ADDRESSES:** Send comments on the proposal in triplicate to the Federal Aviation Administration, Office of the Chief Counsel, *Attention:* Rules Docket, AGC-200, Airspace Docket No. 95-AWA-12, 800 Independence Avenue, SW., Washington DC 20591. Comments may also be sent electronically to the following Internet address: 9-NPRM-CMTS@faa.dot.gov. The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m. An informal docket may also be examined during normal business hours at the Office of the Regional Air Traffic Division.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, Airspace and Rules Division,