rule concerning Executive Order 12866 and the Regulatory Flexibility Act, Executive Orders 12372 and 12988, and the Paperwork Reduction Act.

Further, for this action, the Office of Management and Budget has waived the review process required by Executive Order 12866.

List of Subjects in 9 CFR Part 78

Animal diseases, Bison, Cattle, Hogs, Quarantine, Reporting and recordkeeping requirements, Transportation.

PART 78—BRUCELLOSIS

Accordingly, we are adopting as a final rule, without change, the interim rule that amended 9 CFR part 78 and that was published at 63 FR 44544–44545 on August 20, 1998.

Authority: 21 U.S.C. 111–114a–1, 114g, 115, 117, 120, 121, 123–126, 134b, and 134f; 7 CFR 2.22, 2.80, and 371.2(d).

Done in Washington, DC, this 29th day of December 1998.

Craig A. Reed,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 99–114 Filed 1–4–99; 8:45 am]

BILLING CODE 3410–34–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–CE–54–AD; Amendment 39–10821; AD 98–08–25 R1]

RIN 2120–AA64

Airworthiness Directives; Twin Commander Aircraft Corporation 500, 680, 690, and 695 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action confirms the effective date of Airworthiness Directive (AD) 98–08–25 R1, which applies to certain Twin Commander Aircraft Corporation (Twin Commander) 500, 680, 690, and 695 series airplanes. AD 98–08–25 R1 requires replacing the nose landing gear (NLG) drag link bolt with an approved heat-treated bolt that has the manufacturer's serial number, manufacture date, and the last three digits of the drawing number (055) on the bolt head; and changing the bolt part number (P/N) to be installed on Models 690D and 695A from P/N ED10055 to P/N 750076–1. This AD was the result of the FAA inadvertently transposing the serial numbers of the 4 affected Model 695A airplanes. The actions specified in this AD are intended to prevent the NLG from collapsing due to failure of a drag link bolt, which could result in loss of control of the airplane during landing operations.

EFFECTIVE DATE: January 5, 1999.

FOR FURTHER INFORMATION CONTACT: Jeffrey Morfitt, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Ave. S.W., Renton, Washington, 98055–4056; telephone: (206) 227–2595; facsimile: (206) 227–1181.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with request for comments in the **Federal Register** on October 9, 1998 (63 FR 54347). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA anticipates 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, was received within the comment period, the regulation would become effective on January 5, 1999. No adverse comments were received, and thus this notice confirms that this final rule becomes effective on that date.

Issued in Kansas City, Missouri, on December 29, 1998.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–45 Filed 1–4–99; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–CE–40–AD; Amendment 39–10681; AD 98–11–01 R2]

RIN 2120–AA64

Airworthiness Directives; Pilatus Aircraft Ltd. Models PC–12 and PC–12/45 Airplanes; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 98–11–01 R2, which was published in the **Federal Register** on July 31, 1998 (63 FR 40807), and concerns Pilatus Aircraft Ltd. (Pilatus) Models PC–12 and PC–12/45 airplanes. Certain references to the AD number and amendment number in the document are incorrect. The AD currently requires replacing the fuel tank vent valves and drilling a 4.8 millimeter (0.1875 inch) hole in each fuel filler cap on certain Pilatus Models PC–12 and PC–12/45 airplanes. AD 98–11–01 R2 also requires inserting a temporary revision in the Pilot's Operating Handbook (POH) that specifies checking to assure that the fuel filler cap hole is clear of ice and foreign objects. This action corrects the AD to reflect the correct reference to the AD number and amendment number throughout the entire document.

EFFECTIVE DATE: September 22, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Roman T. Gabrys, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426–6934; facsimile: (816) 426–2169.

SUPPLEMENTARY INFORMATION:

Discussion

On July 23, 1998, the FAA issued AD 98–11–01 R2, Amendment 39–10681 (63 FR 40807, July 31, 1998), which applies to certain Pilatus Models PC–12 and PC–12/45 airplanes. This AD requires replacing the fuel tank vent valves and drilling a 4.8 millimeter (0.1875 inch) hole in each fuel filler cap on certain Pilatus Aircraft Ltd. (Pilatus) Models PC–12 and PC–12/45 airplanes. AD 98–11–01 R2 also requires inserting a temporary revision in the Pilot's Operating Handbook (POH) that specifies checking to assure that the fuel filler cap hole is clear of ice and foreign objects.

Need for the Correction

Certain references to the AD number and amendment number in the document are incorrect. As written, owners/operators of the affected airplanes, may enter the incorrect AD number and amendment number into their logbook when showing compliance with the AD.

Correction of Publication

Accordingly, the publication of July 31, 1998 (63 FR 40807), of Amendment 39–10681; AD 98–11–01 R2, which was the subject of FR Doc. 98–20439, is corrected as follows:

§ 39.13 [Corrected]

On page 40808, in the third column, section 39.13, the third line, correct ''98–11–01 R1'' to ''98–11–01 R2''.

On page 40808, in the third column, section 39.13, the ninth line, correct ''Amendment 39–34565'', to ''Amendment 39–10192.''