

action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-ANE-26-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

98-15-16 Bombardier-Rotax GmbH:

Amendment 39-10667. Docket 98-ANE-26-AD.

Applicability: Bombardier-Rotax GmbH 912 F series reciprocating engines, with serial numbers (S/Ns) 4,412,502 up to and including S/N 4,412,764, installed on but not limited to Diamond Aircraft Industries DA 20-A1 aircraft.

Note 1: This airworthiness directive (AD) applies to each engine 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 engines 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 (b) 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 fuel leaks from the fuel pump, which could result in undetected loss of fuel in flight or an engine fire, accomplish the following:

(a) At the earliest of: prior to exceeding 25 hours time in service (TIS) after the effective date of this AD, the next engine maintenance action, or upon discovery of a fuel pump leak, install an improved fuel pump and fuel supply tube in accordance with Bombardier-Rotax GmbH Technical Bulletin (TB) No. 912-20 R1, dated February 10, 1998.

(b) 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, Engine Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(c) 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 aircraft to a location where the requirements of this AD can be accomplished.

Note 3: Special flight permits may only be issued to operators who exceed the 25 hour TIS requirement.

(d) The actions required by this AD shall be performed in accordance with the following Bombardier-Rotax GmbH TB:

Document No.	Pages	Date
912-20 R1	1-5	February 10, 1998.

Total pages: 5.

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 Bombardier-Rotax GmbH, Welser Strasse 32, A-4623 Günskirchen, Austria; telephone 7246-601-232, fax 7246-601-370. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on August 7, 1998.

Issued in Burlington, Massachusetts, on July 15, 1998.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-19484 Filed 7-22-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-22-AD; Amendment 39-10675; AD 98-15-26]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Helicopter Systems Model 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, 600N, and OH-6A Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing priority letter Airworthiness Directive (AD) 98-03-15, applicable to McDonnell Douglas Helicopter Systems (MDHS) Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, 600N, and OH-6 helicopters that currently requires an inspection for main rotor blade (blade) cracks and for missing or cracked adhesive or paint. This amendment requires the same inspections required by the existing priority letter AD but deletes the Model 369 (Army YOH-6A), specifies recording torque events (TE),

and establishes a shorter retirement life for certain blades. This amendment is prompted by an accident in which a blade failed on a Model 369D helicopter due to fatigue cracks. The actions specified by this AD are intended to detect cracks that could lead to failure of the blade and subsequent loss of control of the helicopter.

DATES: Effective August 3, 1998.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of May 29, 1996 (61 FR 24220, May 14, 1996).

Comments for inclusion in the Rules Docket must be received on or before September 21, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 98-SW-22-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

The applicable service information may be obtained from McDonnell Douglas Helicopter Systems, Technical Publications, Bldg. M615/GO48, 5000 E. McDowell Road, Mesa, Arizona 85215-9797, telephone 602-891-6522. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Mr. John L. Cecil, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5229, fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: On January 29, 1998, the FAA issued Priority Letter AD 98-03-15, applicable to Boeing MDHS Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, 600N, and OH-6 helicopters, which requires an inspection for blade cracks and for missing or cracked adhesive or paint. That priority letter AD was prompted by an accident in which a blade failed on a Boeing MDHS Model 369D helicopter due to cracks. The blade that failed had accumulated over 2,300 hours time-in-service (TIS). Subsequent investigation revealed cracks in two other blades on the same helicopter. Additionally, an operator reported finding a blade crack as a result of complying AD 98-01-13. The cracks had initiated in the lower doubler and propagated in a chordwise direction through the blade skin and spar. These fatigue cracks may have

been caused by residual stresses induced by nonconforming doublers used to construct the blade. A fatigue crack in a blade creates an unsafe condition. That condition, if not detected, could result in failure of the blade and subsequent loss of control of the helicopter.

The FAA previously issued AD 95-03-13, effective March 21, 1995, Docket No. 94-SW-05-AD; AD 96-10-09, effective May 29, 1996, Docket No. 96-SW-02-AD; Priority Letter AD 98-01-13, issued December 31, 1997, Docket No. 97-SW-68-AD, and Priority Letter AD 98-03-15 issued January 29, 1998, Docket No. 98-SW-06-AD, all of which mandate inspections in the same general area. Priority Letter AD 98-03-15 superseded Priority Letter AD 98-01-13. This AD supersedes Priority Letter AD 98-03-15. This AD does not supersede AD 95-03-13 or AD 96-10-09.

Since the issuance of AD 98-03-15, the FAA has determined the need for establishing and recording of torque events (TE) plus the lowering of the limit lives of the main rotor blades. The FAA has reviewed Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-243R3, SB369E-088R3, SB500N-015R3, SB369D-195R3, SB369F-075R3, SB600N-007R2, dated July 13, 1998 (SB). The SB describes procedures for a visual inspection of certain main rotor blades using a 10X magnifying glass. The inspections are intended to detect cracking of the lower surface of each blade starting at the root fitting and the doubler at the inboard end of the blade and to detect debonding between the blade root end fitting and doubler if missing or cracked adhesive or paint is observed. For all affected helicopters except the Model 600N, with blades installed that have 600 or more hours TIS, the SB provides that these inspections are to be accomplished prior to further flight, and thereafter at intervals not to exceed 25 hours TIS. For Model 600N helicopters, the SB provides, prior to further flight, removal of affected blades due to higher blade stresses on this model as compared to other affected models. Additionally, this SB introduces flight hour factoring as a means of addressing certain low cycle fatigue by providing an alternate retirement life for the affected blades based on TE. The manufacturer has determined that this action would not affect any Model 369 (Army YOH-6A) helicopters. There are no known Model 369 helicopters in the U.S. fleet. Further, there were only two Model 369 helicopters produced as prototype Army YOH-6A. Therefore, the Model 369 helicopter is deleted

from the SB. The FAA has also reviewed McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1965, which describes procedures for an inspection for debonding between the blade root end fitting and doubler if missing or cracked adhesive or paint is observed.

Since an unsafe condition has been identified that is likely to exist or develop on other MDHS Model 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, 600N, and OH-6A helicopters of the same type design, this AD requires, before further flights, and thereafter at intervals not to exceed 25 hours TIS, for affected blades that have 600 or more hours TIS, a visual inspection for cracks in the lower surface of the blade root fitting and doubler at the inboard end of the blade and for missing or cracked adhesive or paint at the root end-to-doubler bonding line. The inspections will be accomplished using a 10X or higher magnifying glass. Blades will be removed from service before or upon the accumulation of a specified number of TE or hours TIS, whichever occurs first. Since this same unsafe condition is likely to exist on MDHS Model 600N helicopters and develop at a faster rate because of higher blade stresses, this AD requires removal of certain main rotor blades prior to further flight and replacement with airworthy blades.

The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the controllability and structural integrity of the helicopter. Therefore, inspecting for blade cracks and missing or cracked adhesive or paint, removing certain MDHS Model 600N helicopter blades, and reducing the service life for the blades are required prior to further flight, and this AD must be issued immediately.

Since issuance of Priority Letter 98-03-15, the FAA has evaluated additional data and has determined that the reduction of the service life of the affected blades is appropriate. The actions are required to be accomplished in accordance with this AD and Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995, described previously.

Since a situation exists that require the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable and that good cause exists for making this amendment effective in less than 30 days.

The FAA estimates that 1,030 helicopters of U.S. registry will be affected by this AD, and it will take

approximately 0.5 hours per helicopter to determine whether an affected blade is installed, 1 work hour per helicopter with an affected blade for the initial inspection, and 2.5 hours to replace a blade at a rate of \$60 per work hour. Required parts will cost approximately \$6200 per blade. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$3,799,980 to inspect the blades for cracks and to replace 588 affected blades.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Comments wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 98-SW-22-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and

responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air Transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

AD 98-15-26 McDonnell Douglas

Helicopter Systems: Amendment 39-10675. Docket No. 98-SW-22-AD. Supersedes Priority Letter AD 98-08-15, Docket No. 98-SW-06-AD.

Applicability: Model 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, 600N, and OH-6A helicopters with main rotor blades Part Number (P/N) 369A1100-507 with Serial Number (S/N) D139 through D203, D209 through D223; P/N 369D21100-517 with S/N H664, H665, H667, H669, H671, H672, H674, H676, H679, H680, H683 through H724, H726 through

H999, J000 through J039, J041 through J055; or P/N 369D21102-517 with S/N 1976 through 2100, 2106 through 2115, installed, certificated in any category.

Note 1. This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (f) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alternation, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

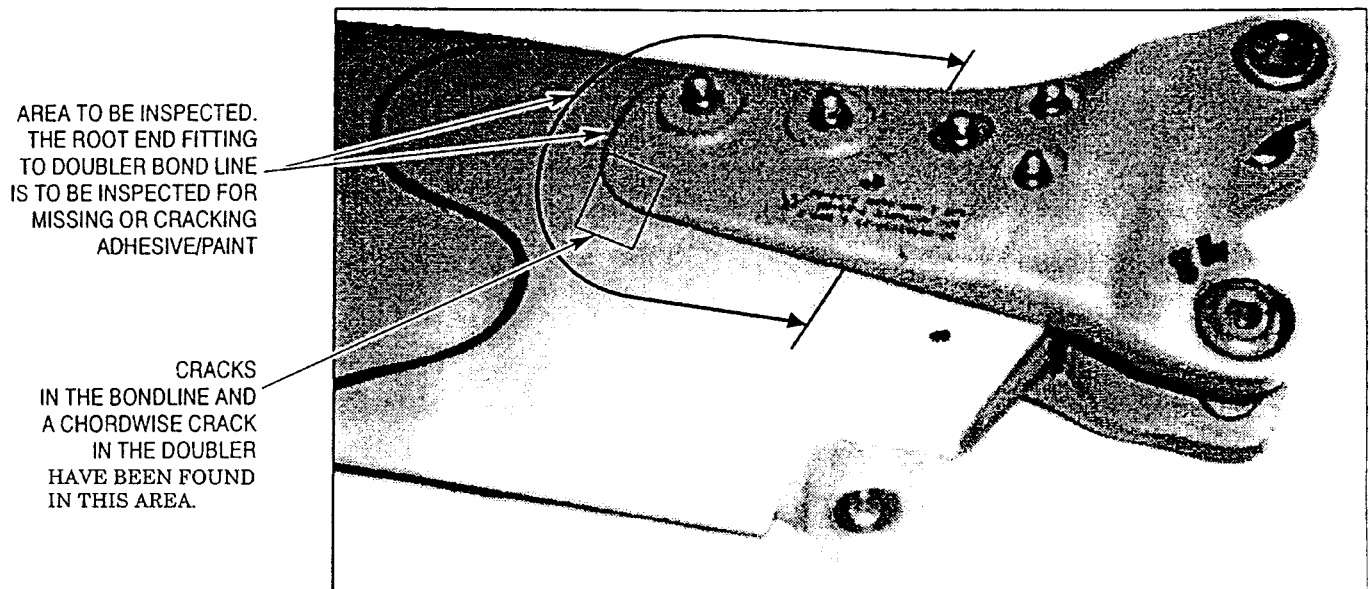
(a) For Model 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and OH-6A helicopters with any affected main rotor blade (blade) that has 600 or more hours time-in-service (TIS), to detect cracks that could lead to failure of the blade and subsequent loss of control of the helicopter, before further flight and thereafter at intervals not to exceed 25 hours TIS, accomplish the following:

(1) With each blade lifted off the droop stop, using a 10X or higher magnifying glass, visually inspect the blade for any chordwise cracking starting at the root fitting edge on the blade lower surface doubler and skin or cracks on the doubler adjacent to the root end fitting (Figure 1). If any cracking is discovered, remove the blade and replace it with an airworthy blade.

Note 2: Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-243R3, SB369E-088R3, SB500N-015R3, SB369D-195R3, SB369F-075R3, SB600N-007R2, dated July 13, 1998 (SB), pertains to the subject of this AD.

(2) With each blade lifted off the droop stop, inspect the lower surface for missing or cracked adhesive or paint at the root end fitting-to-doubler bond line (Figure 1). If any missing or cracked adhesive or paint is discovered, remove and inspect the blade in accordance with paragraph 3E of Part II of the Accomplishment Instructions in McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995. If there is any disbonding in excess of the allowable margins specified in paragraph 3E of Part II of the service information notice, replace the blade with an airworthy blade.

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Main Rotor Blade Lower Surface Root Fitting and Doubler Inspection

Figure 1

(b) For the Model 600N helicopters, before further flight, remove any affected blade from service and replace it with an airworthy blade not listed in the applicability section of this AD. Blades removed from the Model 600N helicopters are not eligible for use on any rotorcraft.

Note 3: The recurring inspection requirements, contained in paragraph (a) of this AD, DO NOT apply to the Model 600N helicopters.

(c) Affected blades are to be removed from service on or before reaching either of the applicable new life limits. The new life limits are determined by hours TIS or number of torque events (TE). A torque event is defined as the transition to a hover from forward flight. For this definition of TE, forward flight is considered to be flight at any airspeed after attaining translational lift.

(1) For blades that do not have TE logged, prior to further flight, log the TE in the rotorcraft log or equivalent record as follows:

(i) Log the number of TE, if known.

(ii) For noncargo hook operations, if the number of TE is unknown, log 6 TE for each hour TIS.

(iii) For cargo hook (external load) operations, or for any combination of noncargo hook operations and cargo hook (external load) operations, if the number of TE is unknown, log 20 TE for each hour TIS.

(2) Make any entry into the component record or equivalent record to reflect new life limits for blade P/N's as follows:

(i) For P/N 369A1100-507, Models 369A, 369H, 369HE, 369HM, 369HS, and OH-6A, enter 1,750 hours TIS or 10,600 TE, whichever occurs first.

(ii) For P/N 369D21100-517, Models 369D and 369E, enter 2,500 hours TIS or 15,000 TE, whichever occurs first.

(iii) For P/N 369D21102-517, Model 369F, 369FF, and 500N, enter 2,500 hours TIS or 15,000 TE, whichever occurs first.

(d) After compliance with paragraph (c) of this AD, during each operation thereafter, maintain a count of TE performed and additional hours TIS accumulated, and, at the end of each day's operations, add those counts to the accumulated number of TE and hours TIS on the rotorcraft log or equivalent record.

(e) The blades are no longer retired based upon only hours TIS. This AD revises the Airworthiness Limitations Section of the maintenance manual by establishing a new retirement life for certain blade P/N's based on hours TIS or a number of TE, whichever occurs first.

(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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(g) Special flight permits will not be issued.

(h) The inspection required by paragraph (a)(2) of this AD shall be done in accordance with McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995. This incorporation by reference was approved previously by the Director of the Federal Register as of May 29, 1996 (61 FR 24220, May 14, 1996). Copies may be obtained from McDonnell Douglas Helicopter Systems, Commercial Technical Publications, Bldg. M615/G048, 5000 E. McDowell Road, Mesa, Arizona 85215-9797, telephone 602-891-3667, fax 602-891-6522. Copies may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meachum Blvd., Room 663, Fort Worth, Texas, or at the Office of the Federal Register, 800 North Capital Street NW., suite 700, Washington, DC.

(i) This amendment becomes effective on August 3, 1998.

Issued in Fort Worth, Texas, on July 17, 1998.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 98-19615 Filed 7-22-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-49-AD; Amendment 39-10449; AD 98-15-23]

RIN 2120-AA64

Airworthiness Directives; Saab Model SAAB 340B Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Saab Model SAAB 340B series airplanes. This amendment requires adjustment of the cargo baggage net, replacement of baggage net placards, and installation of new baggage net placards. This amendment is prompted by the issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent failure of the cargo bulkhead floor attachments, which could result in damage to the airplane structure and possible injury to passengers and crewmembers.

EFFECTIVE DATE: The direct final rule published at 63 FR 16884 was effective on July 6, 1998.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with request for comments in the **Federal Register** on April 7, 1998 (63 FR 16884). 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 July 6, 1998. Comments were received that were not adverse, and thus this notice confirms that this final rule will become effective on that date. The FAA's response to those comments are included in the docket for this AD action.

Issued in Renton, Washington, on July 14, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-19331 Filed 7-22-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AGL-31]

Establishment of Class E Airspace; Wilmington Clinton Field, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Wilmington Clinton Field, OH. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 21 has been developed for Wilmington Clinton Field. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action creates controlled for Wilmington Clinton Field.

EFFECTIVE DATE: 0901 UTC, October 08, 1998.

FOR FURTHER INFORMATION CONTACT:

Michelle M. Behm, Air Traffic Division,