

no longer being detected in these areas, and because the continued quarantined status of those portions of Highlands and Manatee Counties, FL, would impose unnecessary regulatory restrictions on the public, immediate action is warranted to relieve restrictions.

Because prior notice and other public procedures with respect to this action are impracticable and contrary to the public interest under these conditions, we find good cause under 5 U.S.C. 553 to make this action effective upon signature. We will consider comments that are received within 60 days of publication of this rule in the **Federal Register**. After the comment period closes, we will publish another document in the **Federal Register**. The document will include a discussion of any comments we receive and any amendments we are making to the rule as a result of the comments.

Executive Order 12866 and Regulatory Flexibility Act

This rule has been reviewed under Executive Order 12866. For this action, the Office of Management and Budget has waived its review process required by Executive Order 12866.

This interim rule amends the Medfly regulations by removing the quarantined areas in Highlands and Manatee Counties, FL, from quarantine for Medfly. This action affects the intrastate and interstate movement of regulated articles from these areas. We estimate that there are 651 entities in the quarantined areas of Highlands and Manatee Counties, FL, that sell, process, handle, or move regulated articles; this estimate includes 345 commercial growers, 3 transportation terminals, 57 fruit stands, 11 flea markets, 4 citrus packinghouses, 20 mobile vendors, 67 food stores, 4 common carriers, 25 nurseries, 80 lawn maintenance companies, 1 processing plant, 14 vegetable packinghouses, and 20 farmer's markets. The number of these entities that meet the U.S. Small Business Administration's (SBA) definition of a small entity is unknown, since the information needed to make that determination (i.e., each entity's gross receipts or number of employees) is not currently available. However, it is reasonable to assume that most of the 651 entities are small in size, since the overwhelming majority of businesses in Florida, as well as the rest of the United States, are small entities by SBA standards.

The effect of this action on small entities should be minimally positive, as they will no longer be required to treat

articles to be moved intrastate and interstate for Medfly.

Therefore, termination of the quarantine of these portions of Highlands and Manatee Counties, FL, should have a minimal economic effect on the small entities operating in these areas. We anticipate that the economic impact of lifting the quarantine, though positive, will be no more significant than was the minimal impact of its imposition.

Under these circumstances, the Administrator of the Animal and Plant Health Inspection Service has determined that this action will not have a significant economic impact on a substantial number of small entities.

Executive Order 12372

This program/activity is listed in the Catalog of Federal Domestic Assistance under No. 10.025 and is subject to Executive Order 12372, which requires intergovernmental consultation with State and local officials. (See 7 CFR part 3015, subpart V.)

Executive Order 12988

This rule has been reviewed under Executive Order 12988, Civil Justice Reform. This rule: (1) Preempts all State and local laws and regulations that are inconsistent with this rule; (2) has no retroactive effect; and (3) does not require administrative proceedings before parties may file suit in court challenging this rule.

Paperwork Reduction Act

This rule contains no information collection or recordkeeping requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

List of Subject in 7 CFR Part 301

Agricultural commodities, Incorporation by reference, Plant diseases and pests, Quarantine, Reporting and recordkeeping requirements, Transportation.

Accordingly, we are amending 7 CFR part 301 as follows:

PART 301—DOMESTIC QUARANTINE NOTICES

1. The authority citation for part 301 continues to read as follows:

Authority: 7 U.S.C. 147a, 150bb, 150dd, 150ee, 150ff, 161, 162, and 164–167; 7 CFR 2.22, 2.80, and 371.2(c).

§ 301.78–3 [Amended]

2. In § 301.78–3, paragraph (c), the entry for Florida is removed.

Done in Washington, DC, this 2nd day of October 1998.

William R. DeHaven,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 98–27021 Filed 10–7–98; 8:45 am]

BILLING CODE 3410–34–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–ANE–33–AD; Amendment 39–10636; AD 98–14–02]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney Canada PW100 Series Turboprop Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 98–14–02 applicable to Pratt & Whitney Canada (PWC) PW100 series turboprop engines that was published in the **Federal Register** on July 1, 1998 (63 FR 35794). PWC Service Bulletin (SB) No. 21077, Revision 8, is dated incorrectly. This document corrects the dating of that SB. In all other respects, the original document remains the same.

EFFECTIVE DATE: October 8, 1998.

FOR FURTHER INFORMATION CONTACT: Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7747, fax (781) 238–7199.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to Pratt & Whitney Canada (PWC) PW100 series turboprop engines, was published in the **Federal Register** on July 1, 1998 (63 FR 35794). The following correction is needed:

§ 39.13 [Corrected]

On page 35795, in the second column, in the Supplementary Information Section, in the fourth paragraph, in the third line, “April 4, 1998” is corrected to read “April 4, 1997”.

On page 35796, in the first column, in the Compliance Section, in paragraph (a), in the fifth line, “April 4, 1998” is corrected to read “April 4, 1997”.

On page 35796, in the second column, in the Compliance Section, in paragraph (a), in the sixth line from the top of the

column, "April 4, 1998" is corrected to read "April 4, 1997".

On page 35796, in the second column, in the Compliance Section, in paragraph (a), in the eleventh line from the top of the column, "April 4, 1998" is corrected to read "April 4, 1997".

On page 35796, in the first column, in the Compliance Section, in the table in paragraph (e), in the first entry under "Date", "April 4, 1998" is corrected to read "April 4, 1997".

Issued in Burlington, Massachusetts, on October 1, 1998.

Ronald L. Vavruska,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-26973 Filed 10-7-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-70-AD; Amendment 39-10825; AD 98-21-16]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model H.P. 137 Jetstream Mk. 1, Jetstream Series 200, and Jetstream Models 3101 and 3201 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 98-12-23, which currently requires replacing the windshield wiper arm attachment bolts and windshield wiper arm on all British Aerospace (BAe) Model H.P. 137 Jetstream Mk. 1, Jetstream Series 200, and Jetstream Models 3101 and 3201 airplanes. AD 98-12-13 also requires measuring the material thickness of the upper and lower toggle attachment brackets on the nose landing gear of the affected airplanes, and replacing the toggle attachment bracket lugs. This AD

is the result of additional mandatory continuing airworthiness information (MCAI) pertaining to this subject received from the airworthiness authority for the United Kingdom. This AD would retain the actions of AD 98-12-23; would make certain actions repetitive; and would change the reference to certain service information currently utilized. The actions specified in this AD are intended to prevent the windshield wiper arm from corroding, detaching from the airplane during flight, and penetrating the fuselage, which could result in possible injury to the pilot and passengers; and to prevent collapse of the nose landing gear caused by the current design, which could result in loss of control of the airplane during landing operations.

DATES: Effective January 6, 1999.

The incorporation by reference of the following service information was previously approved by the Director of the **Federal Register** as of July 28, 1998 (63 FR 32119, June 12, 1998):

—Jetstream Series 3100/3200 Service Bulletin 30-JA 950641, which incorporates the following pages:

Pages	Revision level	Date
1	Revision 1	March 18, 1997.
2 through 8 ...	Revision 2	March 18, 1997.

—Jetstream Series 3100/3200 Alert Service Bulletin No. 32-JA 960601, Original Issue: October 25, 1996, Revision No. 1: dated April 11, 1997; and

—APPH Precision Hydraulics Service Bulletin No. 32-66, which incorporates the following pages:

Pages	Revision level	Date
1,3,4, and 5 ..	Revision 1	October 1996.
2 and 6	Revision 2	March 1997.

Comments for inclusion in the Rules Docket must be received on or before November 10, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-70-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland; telephone: (01292) 479888; facsimile: (01292) 479703. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-70-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. S. M. Nagarajan, Aerospace Engineer, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Discussion

On June 3, 1998, the FAA issued AD 98-12-23, Amendment 39-10577 (63 FR 32119, June 12, 1998), which currently requires the following on BAe Model H.P. 137 Jetstream Mk. 1, Jetstream Series 200, and Jetstream Models 3101 and 3201 airplanes:

- Replacing the windshield wiper arm and windshield wiper arm attachment bolt;
- Measuring the outer wall thickness of the nose landing gear (NLG) toggle bracket lugs and axle bracket lugs; and
- Replacing the toggle bracket lugs and axle bracket lugs immediately and/or at the end of their fatigue life limit, depending on the condition of the parts.

Accomplishment of the actions specified in AD 98-12-23 is required in accordance with the following: