

the Office of the Federal Register. A 60-day comment period ending September 22, 1998, was provided for interested persons to respond to the proposal. No comments were received.

After consideration of all relevant material presented, including the information and recommendation submitted by the Committee and other available information, it is hereby found that this rule, as hereinafter set forth, will tend to effectuate the declared policy of the Act.

Pursuant to 5 U.S.C. 553, it is also found and determined that good cause exists for not postponing the effective date of this rule until 30 days after publication in the **Federal Register** because the 1998-99 crop year began October 1, 1998, and the marketing order requires that the rate of assessment for each crop year apply to all assessable dates handled during such period. The Committee needs to have sufficient funds to pay its expenses which are incurred on a continuing basis. Further, handlers are aware of this rule which was recommended at a public meeting. Also, a 60-day comment period was provided for in the proposed rule, and no comments were received in response to that rule.

#### List of Subjects in 7 CFR Part 987

Dates, Marketing agreements, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, 7 CFR part 987 is amended as follows:

#### PART 987—DOMESTIC DATES PRODUCED OR PACKED IN RIVERSIDE COUNTY, CALIFORNIA

1. The authority citation for 7 CFR part 987 continues to read as follows:

**Authority:** 7 U.S.C. 601-674.

2. Section 987.339 is revised to read as follows:

##### § 987.339 Assessment rate.

On and after October 1, 1998, an assessment rate of \$0.10 per hundredweight is established for California dates.

Dated: October 2, 1998.

**Robert C. Keeney,**

*Deputy Administrator, Fruit and Vegetable Programs.*

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## 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; request for comments.

**SUMMARY:** This amendment revises Airworthiness Directive (AD) 98-08-25, which currently 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 on certain Twin Commander Aircraft Corporation (Twin Commander) 500, 680, 690, and 695 series airplanes; 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. The FAA inadvertently transposed the serial numbers of the 4 affected Model 695A airplanes. This AD retains the same actions of AD 98-08-25, and corrects the serial numbers of these 4 airplanes. Three of the four airplanes are not on the U.S. Register and the other one is already in compliance with the actions of AD 98-08-25. The actions specified in this AD are intended to continue 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.

**DATES:** Effective January 5, 1999.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of May 18, 1998 (63 FR 19387, April 20, 1998).

Comments for inclusion in the Rules Docket must be received on or before December 14, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 96-CE-54-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from the Twin Commander Aircraft Corporation, 19010 59th Drive NE, Arlington, Washington

98223-7832; telephone: (360) 435-9797; facsimile: (360) 435-1112. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 96-CE-54-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:** Jeffrey Morfitt, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Ave. SW, Renton, Washington, 98055-4056; telephone: (206) 227-2595; facsimile: (206) 227-1181.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

On April 9, 1998, the FAA issued AD 98-08-25, Amendment 39-10474 (63 FR 19387, April 20, 1998), which applies to certain Twin Commander 500, 680, 690, and 695 series airplanes. AD 98-08-25 currently requires replacing the 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 on all of the affected airplanes; and changing the bolt part number (P/N) to be installed from P/N ED10055 to P/N 750076-1, on Models 690D and 695A airplanes.

Accomplishment of the actions of AD 98-08-25 are required in accordance with Twin Commander Service Bulletin 224, Revision C, dated July 25, 1996.

The actions specified by AD 98-08-25 are intended to prevent the nose landing gear (NLG) from collapsing because of failure of a drag link bolt, which could result in loss of control of the airplane during landing operations.

AD 98-08-25 was the result of the FAA's determination that a defective lot of drag link bolts used in the NLG was manufactured and distributed to the field.

#### Events Leading to the Issuance of This AD

Since AD 98-08-25 became effective, the FAA has realized that it inadvertently transposed the serial numbers of the 4 affected Model 695A airplanes. In particular, the AD currently contains Model 695A airplanes, serial numbers 69010, 69041, 69056, and 69061. The affected serial numbers should be 96010, 96041, 96056, and 96061.

Three of the four airplanes are not on the U.S. Register and the other one is already in compliance with the actions of AD 98-08-25.

### The FAA's Determination

After examining all information related to the subject described above, the FAA has determined that additional AD action should be taken to:

- Correct the serial numbers of the Model 695A airplanes; and
- Continue 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.

### Explanation of the Provisions of This AD

Since an unsafe condition has been identified that is likely to exist or develop in other Twin Commander 500, 680, 690, and 695 series airplanes of the same type design registered in the United States, the FAA is issuing an AD to revise AD 98-08-25. This AD retains the same actions of AD 98-08-25 for all of the affected airplanes, and corrects the serial numbers of the Model 695A airplanes.

Accomplishment of the actions of this AD is still required in accordance with Twin Commander Service Bulletin 224, Revision C, dated July 25, 1996.

### Cost Impact

The FAA estimates that 54 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per airplane to accomplish these actions, and that the average labor rate is approximately \$60 an hour. The manufacturer is providing parts and one hour labor free of charge. With this in mind, this AD imposes no cost impact upon the U.S. operators of the affected airplanes.

The only difference between this AD and AD 98-08-25 is the revision to the serial numbers of the Model 695A airplanes. Of these 4 airplanes, 3 are currently not on the U.S. registry and the other is already in compliance with the AD. Therefore, there is no cost impact of this AD over that already required by AD 98-08-25.

### The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule. Since the actions have already been incorporated on the one Model 695A airplane that is on the U.S. registry, this AD revision will impose no additional actions upon U.S. operators of the affected airplanes. In accordance with § 11.17 of the Federal Aviation Regulations (14 CFR 11.17) unless a written adverse or negative comment, or a written notice of

intent to submit an adverse or negative comment, is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, a written adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

### Comments Invited

Although this action is in the form of a final rule and 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 shall 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.

Commenters 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. 96-CE-54-AD." The postcard will be date stamped and returned to the commenter.

### Regulatory Impact

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 noncontroversial and unlikely to result in adverse or negative comments. For reasons discussed in the preamble, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and is contained in the Rules Docket. A copy of it 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 removing Airworthiness Directive (AD) 98-08-25, Amendment 39-10474 (63 FR 19387, April 20, 1998), and adding a new AD to read as follows:

**98-08-25 R1 Twin Commander Aircraft Corporation:** Amendment 39-10821; Docket No. 96-CE-54-AD. Revises AD 98-08-25, Amendment 39-10474, which superseded AD 96-12-08, Amendment 39-9650.

**Applicability:** The following model and serial number airplanes, certificated in any category:

Models	Serial Nos.
500S .....	3185, 3228, 3230, 3262, and 3291.
500U .....	1765.
680F .....	1195.
681 .....	6027.
680V .....	1677.
690 .....	11035, 11053, 11068, and 11074.
690A .....	11111, 11134, 11146, 11153, 11173, 11177, 11205, 11215, 11237, 11249, 11271, 11273, and 11282.
690B .....	11360, 11382, 11409, 11424, 11451, 11455, 11463, 11491, 11513, 11521, 11535, 11536, 11539, and 11566.
690C .....	11638, 11643, 11676, 11689, and 11719.
690D .....	15041.
695 .....	95010, 95033, 95044, and 95066.
695A .....	96010, 96041, 96056, and 96061.

**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 (g) 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 below, unless already accomplished:

1. *For all affected airplane models, except for Model 695A airplanes:* Within 75 hours time-in-service (TIS) after May 18, 1998 (the effective date of AD 98-08-25).

2. *For Model 695A airplanes:* Within the next 75 hours TIS after the effective date of this AD.

To prevent the nose landing gear (NLG) from collapsing due to failure of a drag link bolt, which could result in loss of control of the airplane during landing operations, accomplish the following:

(a) For all airplane models, except for Models 690D and 695A, replace the NLG drag link bolt, part number (P/N) ED 10055, with a new bolt in accordance with the INSTRUCTIONS section of Twin Commander Service Bulletin (SB) 224, Revision C, dated July 25, 1996.

(b) For airplane Models 690D and 695A, replace the NLG drag link bolt (P/N ED 10055), with a new bolt (P/N 750076-1) in accordance with Twin Commander SB 224, Revision C, dated July 25, 1996.

(c) The new replacement bolt must be marked with the manufacturer's serial number, the date of manufacture, and the last three digits of the drawing number, 055, on the bolt head for all but Models 690D and 695A. Models 690D and 695A bolts must be marked with the manufacturer's serial number, the date of manufacture, and the last three digits of the drawing number, 76-1, on the bolt head.

**Note 2:** Although not required by this AD, FAA highly recommends that the removed bolt (P/N ED 10055) be returned to Twin Commander for Rockwell Hardness testing.

(d) For all affected airplane models, except for Models 690D and 695A airplanes,

compliance with Twin Commander SB 224, Revision A, dated April 24, 1996; or Twin Commander SB 224, Revision C, dated July 25, 1996, fulfills the applicable requirements of this AD. For the affected Models 690 and 695A airplanes, compliance must be in accordance with Twin Commander SB 224, Revision C, dated July 25, 1996.

(e) As of the effective date of this AD, no person shall install, on any affected airplane, a NLG drag link bolt that does not have the manufacturer's serial number, manufacture date, and the last three digits of the drawing number as specified in paragraph (c) of this AD.

(f) Special flight permits may be issued in accordance with §§ 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.

(g) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office, 1601 Lind Ave. SW, Renton, Washington, 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle Aircraft Certification Office.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle Aircraft Certification Office.

(h) The inspection and replacement required by this AD shall be done in accordance with Twin Commander Service Bulletin 224, Revision C, dated July 25, 1996. This incorporation by reference was previously approved by the Director of the Federal Register as of May 18, 1998 (63 FR 19387, April 20, 1998). Copies may be obtained from Twin Commander Aircraft Corporation, 19010 59th Drive NE, Arlington, Washington 98223-7832. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) This amendment revises AD 98-08-25, Amendment 39-10474, which superseded AD 96-12-08, Amendment No. 39-9650.

(j) This amendment becomes effective on January 5, 1999.

Issued in Kansas City, Missouri, on September 30, 1998.

**Michael Gallagher,**  
Manager, Small Airplane Directorate, Aircraft Certification Service.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ACE-29]

#### Amendment to Class E Airspace; Denison, IA; Correction

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

**ACTION:** Direct final rule; confirmation of effective date and correction.

**SUMMARY:** This document confirms the effective date of a direct final rule which revises the Class E airspace at Denison, IA, and corrects the state identification for Denison Municipal Airport as published in the direct final rule.

**DATES:** The direct final rule published at 63 FR 42692 is effective on 0901, UTC, December 3, 1998.

This correction is effective on December 3, 1998.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

**SUPPLEMENTARY INFORMATION:** On August 11, 1998, the FAA published in the **Federal Register** a direct final rule; request for comments which revises the Class E airspace at Denison, IA (FR Document 98-21475, 63 FR 42692, Airspace Docket No. 98-ACE-29). An error was subsequently discovered with the state identification for Denison Municipal Airport. After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the