

and the AD required by paragraphs (a) and (d) of this AD.

(f) For the purposes of this AD, a serviceable helical power takeoff gearshaft assembly is one not identified by S/N in Allison Alert CEB No. A-72-5009, dated May 21, 1997.

(g) 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, Chicago Aircraft 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, Chicago Aircraft 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 Chicago Aircraft Certification Office.

(h) 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) and paragraph (c)(3) of this AD to operate the aircraft to a location where the requirements of this AD can be accomplished.

(i) The actions required by this AD shall be done in accordance with the following Allison Alert CEB:

| Document No. | Pages | Date |
|-----------------|-------|---------------|
| A-72-5009 | 1-5 | May 21, 1997. |
| 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 Allison Engine Company, P.O. Box 420, Speed Code U-15, Indianapolis, IN 46206-0420; telephone: (317) 230-6674. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief 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.

(j) This amendment becomes effective on December 23, 1997.

Issued in Burlington, Massachusetts, on November 28, 1997.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-31966 Filed 12-5-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-286-AD; Amendment 39-10235; AD 97-25-11]

RIN 2120-AA64

Airworthiness Directives; Bombardier Model CL-600-2B16 Series Airplanes Modified in Accordance With Supplemental Type Certificate (STC) SA6003NM

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Bombardier Model CL-600-2B16 series airplanes. This action requires disabling the remote fuel/defuel panel in the cockpit. This action also provides for an optional modification of the remote fuel/defuel panel, which would terminate the requirement to disable the panel. This amendment is prompted by reports of in-flight failure of the panel that resulted when a circuit breaker on a battery bus opened due to insufficient current flow capacity. The actions specified in this AD are intended to prevent the circuit breakers from opening during flight, which could result in irreversible loss of engine indicating and fuel quantity systems in the cockpit.

DATES: Effective December 23, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 23, 1997.

Comments for inclusion in the Rules Docket must be received on or before January 7, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-286-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Bombardier Aviation Services, 1255 East Aeropark Boulevard, Tucson, Arizona 85706. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount

Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Brett Portwood, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627-5350; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: The FAA has received reports of three in-flight occurrences of loss of all engine indicating and fuel quantity systems in the cockpit on certain Bombardier Model CL-600-2B16 series airplanes. In each case, the internal fuel/defuel panel had been left in the "ON" position for an extended period of time. When the panel was switched off, all engine and fuel quantity indications were lost; subsequent attempts to cycle the panel power back on were unsuccessful. Investigation revealed an opened circuit breaker. It was determined that, if power to the remote fuel/defuel panel is left on for up to approximately one hour, the controlling circuit breaker on the battery bus will have insufficient capacity to hold the current flow and, as a result, may open during flight. This condition, if not corrected, could result in irreversible loss of engine indicating and fuel quantity systems in the cockpit.

Explanation of Relevant Service Information

Bombardier has issued Service Bulletin SB TUS-28-20-02-1, dated November 13, 1997, which describes procedures for disabling the remote fuel/defuel panel in the cockpit. Bombardier also has issued Service Bulletin SB TUS-28-20-02, dated November 13, 1997, which describes procedures for modifying the remote fuel/defuel panel; accomplishment of this modification eliminates the need to disable the panel. The modification involves replacing certain circuit breakers for the fuel/defuel power and fuel quantity displays with new circuit breakers, and adding three 4-pole relays to allow switching of fuel quantity when the internal fuel panel is selected.

U.S. Type Certification of the Airplane

This airplane model is manufactured in Canada and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement.

Explanation of Requirements of Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD is being issued to prevent loss of engine indicating and fuel quantity systems in the cockpit in the event a circuit breaker opens during flight. This AD requires disabling the remote fuel/defuel panel in the cockpit. This AD also provides for an optional modification of this panel, which would terminate the requirement to disable the panel. The actions are required to be accomplished in accordance with the service bulletins described previously.

Determination of Rule's Effective Date

Since a situation exists that requires 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.

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 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 Number 97-NM-286-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 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 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:

97-25-11 Bombardier, Inc. (Formerly Canadair): Amendment 39-10235. Docket 97-NM-286-AD.

Applicability: Model CL-600-2B16 series airplanes that have been modified in

accordance with Supplemental Type Certificate SA6003NM, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 the circuit breaker on the battery bus from opening during flight, which could result in irreversible loss of engine indicating and fuel quantity systems in the cockpit, accomplish the following:

(a) Within 5 days after the effective date of this AD, disable the remote fuel/defuel panel, in accordance with Bombardier Service Bulletin SB TUS-28-20-02-1, dated November 13, 1997.

(b) Modification of the remote fuel/defuel panel in accordance with Bombardier Service Bulletin SB TUS-28-20-02, dated November 13, 1997, permits the remote fuel-defuel panel to be enabled, and constitutes terminating action for the requirements of paragraph (a) of this AD.

(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, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles 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.

(e) The actions shall be done in accordance with Bombardier Service Bulletin SB TUS-28-20-02-1, dated November 13, 1997; or Bombardier Service Bulletin SB TUS-28-20-02, dated November 13, 1997. 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 Aviation Services, 1255 East Aeropark Boulevard, Tucson, Arizona 85706. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960

Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on December 23, 1997.

Issued in Renton, Washington, on December 1, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-31968 Filed 12-5-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AWP-17]

Establishment of VOR Federal Airway; CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; delay of effective date.

SUMMARY: This action delays the effective date for the establishment of Federal Airway 607 (V-607) between Mendocino, CA, and Arcata, CA, until further notice. The FAA is taking this action due to a procedural change requiring the addition of an intersection on V-607. The addition of the intersection necessitates additional flight inspection.

DATES: The effective date of 0901 UTC, January 1, 1998, is delayed until further notice.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Airspace Docket No. 97-AWP-17, published in the **Federal Register** on

October 27, 1997, (62 FR 55502), established V-607 between Mendocino, CA, and Arcata, CA. A need to establish an intersection at the dogleg of the Arcata 153° radial and the Mendocino 346° radial requires additional flight inspection and delays the effective date of V-607 until further notice.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, 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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Delay of Effective Date

The effective date of the final rule, Airspace Docket 97-AWP-17, as published in the **Federal Register** on October 27, 1997 (62 FR 55502), is hereby delayed until further notice.

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

Issued in Washington, DC, on November 26, 1997.

Nancy B. Kalinowski,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 97-32036 Filed 12-5-97; 8:45 am]

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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

24 CFR Part 888

[Docket No. FR-4232-C-03]

Fair Market Rents for the Section 8 Housing Assistance Payments Program—Fiscal Year 1998; Correction

AGENCY: Office of Policy Development and Research, HUD.

ACTION: Notice of Fiscal Year 1998 Fair Market Rents (FMRs); correction.

SUMMARY: This notice corrects final FY 1998 Fair Market Rents for two areas, the Duluth-Superior, Minnesota-Wisconsin MSA and the Des Moines, Iowa MSA, published in the **Federal Register** on September 26, 1997 (62 FR 50724).

EFFECTIVE DATE: October 1, 1997.

FOR FURTHER INFORMATION CONTACT: Gerald Benoit, Director, Operations Division, Office of Rental Assistance, telephone (202) 708-0477. For technical information on the development of schedules for specific areas or the method used for the rent calculations, contact Alan Fox, Economic and Market Analysis Division, Office of Economic Affairs, telephone (202) 708-9426, Extension 328 (e-mail: alan_fox@hud.gov). Hearing- or speech-impaired persons may contact the Federal Information Relay Service at 1-800-877-8339 (TTY). (Other than the "800" TTY number, telephone numbers are not toll free.)

Correction

Accordingly, in FR Doc 97-25506, a document published on September 26, 1997 (62 FR 50724) is corrected as follows:

1. On page 50741, in the table under Iowa, Metropolitan FMR Areas, the entries for Des Moines are corrected to read as follows:

| 1998 Fair Market Rent | Number of Bedrooms | | | | |
|--------------------------|--------------------|-------|-------|-------|-------|
| | 0 BR | 1 BR | 2 BR | 3 BR | 4 BR |
| Des Moines, IA MSA | \$348 | \$440 | \$542 | \$704 | \$739 |

2. On page 50752, in the table under the Minnesota Metropolitan FMR Areas, the FMR for 0 bedroom units in the Minnesota part of the MSA (St. Louis County, MN) and on page 50779, under the Wisconsin Metropolitan FMR Areas, the Wisconsin part of the MSA (Douglas County, WI) the correct FMRs for both counties are as follows:

| 1998 Fair Market Rent | Number of Bedrooms | | | | |
|---|--------------------|-------|-------|-------|-------|
| | 0 BR | 1 BR | 2 BR | 3 BR | 4 BR |
| Duluth-Superior MN-WI MSA: (St Louis County, MN) | \$272 | \$351 | \$451 | \$602 | \$701 |