

Dated: March 20, 1998.

Robert C. Keeney,

Deputy Administrator, Fruit and Vegetable Programs.

[FR Doc. 98-7941 Filed 3-25-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-131-AD; Amendment 39-10342; AD 98-04-30]

RIN 2120-AA64

Airworthiness Directives; Glaser-Dirks Flugzeugbau GmbH Model DG-500M Gliders

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action confirms the effective date of Airworthiness Directive (AD) 98-04-30, which applies to Glaser-Dirks Flugzeugbau GmbH Model DG-500M gliders. AD 98-04-30 requires repetitively inspecting the propeller mounting plate for cracks, replacing any cracked propeller mounting plate, and modifying the bolt connections of the propeller mounting plate. This AD was the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified in this AD are intended to prevent the propeller mounting plate from separating from the glider, which could result in propeller separation and possible loss of control of the glider.

EFFECTIVE DATE: May 15, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Kiesov, 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: The FAA published this direct final rule with request for comments in the **Federal Register** on February 26, 1998 (63 FR 9743). 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 May 15, 1998. No adverse comments were received, and thus this notice confirms that this final rule will become effective on that date.

Issued in Kansas City, Missouri, on March 20, 1998.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-7887 Filed 3-25-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-171-AD; Amendment 39-10349, AD 98-04-37]

Airworthiness Directives; Sabreliner Model NA-265-40, -60, -70, and -80 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in the applicability statement of airworthiness directive (AD) 98-04-37, amendment 39-10349, that was published in the **Federal Register** on February 18, 1998 (63 FR 8086). Although the AD referred to the airplane models by using the commonly accepted designations, the typographical error resulted in the omission of the correct and complete type certification name of the specific airplane models addressed by this AD. This AD is applicable to all Sabreliner Model NA-265-40, -60, -70, and -80 series airplanes and requires revising the Airplane Flight Manual (AFM) to specify procedures that would prohibit flight in severe icing conditions (as determined by certain visual cues), limit or prohibit the use of various flight control devices while in severe icing conditions, and provide the flight crew with recognition cues for, and procedures for exiting from, severe icing conditions.

EFFECTIVE DATE: March 25, 1998.

FOR FURTHER INFORMATION CONTACT: Charles Riddle, Program Manager, Flight Test and Program Management, ACE-117W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4144; fax (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 98-04-37, amendment 39-10349, applicable to all Sabreliner Model NA-265-40, -60, -70, and -80 series airplanes, was published in the **Federal Register** on February 18, 1998 (63 FR 8086). That AD requires revising the Airplane Flight Manual (AFM) to specify procedures that would prohibit flight in severe icing conditions (as determined by certain visual cues), limit or prohibit the use of various flight control devices while in severe icing conditions, and provide the flight crew with recognition cues for, and procedures for exiting from, severe icing conditions.

As published, that AD contained an inadvertent omission of the complete name of the airplane models in the applicability statement of the AD. Throughout the preamble and in the applicability statement of that AD, the FAA referred to "Sabreliner Model 40, 60, 70, and 80 series airplanes." However, the certificate authorizing type design authority for these series airplanes identifies the models as "Sabreliner Model NA-265-40, -60, -70, and -80 series airplanes." Although common and standard reference to these models may not include the phrase "NA-265," as listed in the type certificate, the FAA has determined that omission of part of the official designation of the airplane models must be corrected. In all other respects, the original document is correct.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of the AD remains March 25, 1998.

§ 39.13 [Corrected]

On page 8089, in the first column, the applicability statement of AD 98-04-37 is corrected to read as follows:

* * * * *

Applicability: Model NA-265-40, -60, -70, and -80 series airplanes equipped with pneumatic deicing boots, certificated in any category.

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Issued in Renton, Washington, on March 19, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-7878 Filed 3-25-98; 8:45 am]

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