The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 8, 1998.

**ADDRESSES:** The service information referenced in this AD may be obtained from Short Brothers (USA), Inc., Civil Technical Operations, P.O. Box 211 (Route 76 East), Bridgeport, West Virginia 26330. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.


**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Shorts Model SD3–30 and SD3–60 series airplanes equipped with certain fire extinguishers, was published in the Federal Register on January 27, 1997 (62 FR 3832). That action proposed to require replacement of the covers for fire extinguisher adapter assemblies that are installed on certain bulkheads with new covers that swivel to lock the extinguishers in place; and replacement of nozzles and triggers on these fire extinguishers with better fitting nozzles and stronger triggers. It also requires the installation of a new fire extinguisher point placards and a revision of the Airplane Flight Manual to instruct the flight crew in the use of the new covers for these adapter assemblies. This amendment is prompted by reports that these fire extinguishers are not discharging properly because they do not fit correctly with the adapter, and that triggers on these extinguishers are failing. The actions specified by this AD are intended to ensure that, in the event of fire in the baggage bay, extinguishing agent is properly distributed within this area, and portable extinguishers operate properly; and to prevent injury to crew and passengers when a portable extinguisher is discharged.

**DATES:** Effective June 8, 1998.

The FAA acknowledges the commenter’s concern. The FAA has determined that an unsafe condition exists, and that the actions required by this AD are adequate in order to ensure the continued safety of the affected fleet. While there may be merit to the commenter’s suggestion, this AD is not the appropriate context in which to evaluate that suggestion. Since the suggested change would alter the actions currently required by this AD, additional rulemaking would be required. The FAA finds that to delay this action would be inappropriate in light of the identified unsafe condition. No change to this final rule is necessary.

The manufacturer of the affected airplanes notes that replacement of the discharge head assembly in accordance with Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26–107, revision 1, dated November 2, 1992, includes replacement of the trigger as also required by the company’s Service Bulletin 26–108, dated September 1992. Both service bulletins are cited as the appropriate sources of service information in paragraph (c) of the proposed AD. The commenter requests that this information be provided in the AD so that operators would not rework the fire extinguisher head per Service Bulletin 26–107 (which would require the installation of a new trigger in accordance with Service Bulletin 26–108), only to discover that both actions could be accomplished by replacing the discharge head.

The FAA concurs that some confusion could result with regard to the current wording contained in paragraph (c)(1) of this final rule. Therefore, the FAA has changed paragraph (c)(1) to read, “Install a chamfered nozzle on the discharge head assembly of each fire extinguisher and add a new trigger by replacing * * * *.” That change, together with the clarification contained in the service bulletin, should preclude any confusion in that regard.

The same commenter requests that an inspection procedure be provided in order to determine whether the trigger has actually been replaced in accordance with Service Bulletin 26–108. The commenter states that paragraph 3.A.(3)(h) of Service Bulletin 26–107, Revision 1, requires that the fire extinguisher trigger be marked with part number BA.22988–3 after rework of the nozzle chamfer. The commenter further
asserts that, since effectiveness of Service Bulletin 26–108 does not include discharge head part number BA22988–3, maintenance personnel may assume that, following accomplishment of Service Bulletin 26–107 (and re-marking of the part to BA22988–3), replacement of the trigger in accordance with Service Bulletin 26–108 is not necessary.

The FAA does not concur that an inspection should be added to this AD. Contrary to the commenter’s assertion, Service Bulletin 26–107 requires that the reworked discharge head, not the trigger itself, be marked with part number BA22988–3. In any event, the AD requires replacement of the trigger with the stronger trigger, either through accomplishment of Service Bulletin 26–107, Revision 1, or 26–108, regardless of the part number marking on the fire extinguisher discharge head. However, replacement of the trigger is required only if such replacement has not been accomplished prior to the effective date of the AD. Investigation of airplane maintenance records may be necessary to confirm whether the stronger trigger has been installed. If there are no records showing that it has already been installed, the stronger trigger must be installed in accordance with this AD.

The commenter also provided corrected information concerning the address from which the referenced service bulletins may be obtained and the cost of parts needed for compliance. The correct address is shown above under the heading ADDRESSES, and the cost impact information presented below reflects the corrected information concerning costs of parts. The cost impact information also reflects changes that have occurred in the number of affected U.S.-registered airplanes since the notice of proposed rulemaking was published.

**Conclusion**

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously noted. The FAA has determined that these changes will neither significantly increase the economic burden on any operator nor increase the scope of the AD.

**Cost Impact**

The FAA estimates that 33 Model SD3–30 series airplanes of U.S. registry will be affected by this AD. For these airplanes, it will take approximately 9 work hours per airplane to accomplish the required actions on airplanes with only a forward baggage bay, and 14 work hours per airplane to accomplish the required actions on airplanes with forward and aft baggage bays. The average labor rate is $60 per work hour. Required parts will cost approximately $735 per airplane. Based on these figures, the cost impact of the AD on U.S. operators of Model SD3–30 series airplanes is estimated to be between $42,075 and $51,975, or between $1,275 and $1,575 per airplane.

The FAA estimates that 52 Model SD3–60 series airplanes of U.S. registry will be affected by this AD. For these airplanes, it will take approximately 12 work hours per airplane to accomplish the required actions, at an average labor rate of $60 per work hour. Required parts will cost approximately $776 per airplane. Based on these figures, the cost impact of the AD on U.S. operators of Model SD3–60 series airplanes is estimated to be $77,792, or $1,496 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

**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.

For the reasons discussed above, I certify that this action (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 it 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.

(c) For airplanes equipped with fire extinguishers having part number (P/N) BA51012SR–3 or BA51012SR: Within 6 months after effective date of this AD, accomplish either paragraph (c)(1) or (c)(2) of this AD:

(1) Install a chamfered nozzle on the discharge head assembly of each fire extinguisher and add a new trigger by replacing the discharge head assembly with a new discharge head assembly, having P/N BA22988–3, in accordance with Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26–107, Revision 1, dated November 2, 1992. Or


(d) An alternative method of compliance or adjustment of the compliance time that an airplane, as provided in the airworthiness directive, amendment 39–10458, is corrected by adding the following paragraph:

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM–116, 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, International Branch, ANM–116.

(e) 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.

(f) The actions shall be done in accordance with Short Brothers Shorts Service Bulletin SD330–26–14, dated September 1994; Short Brothers Shorts Service Bulletin SD360–26–11, dated July 1994; Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26–107, Revision 1, dated November 2, 1992; and Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26–108, dated September 1992; as applicable. This incorporation by reference was approved by the Director of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on June 8, 1998.

Issued in Renton, Washington, on April 22, 1998.

Gary L. Killion,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–11302 Filed 5–1–98; 8:45 am]
BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–05–AD; Amendment 39–10458]

RIN 2120–AA64

Airworthiness Directives; Bombardier Model CL–215–1A10 and CL–215–6B11 Series Airplanes; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; correction.

SUMMARY: This document corrects an error that appeared in amendment 39–10458 that was published in the Federal Register on April 10, 1998 (63 FR 17672). The error resulted in the inadvertent omission of the applicability statement of the amendment. This amendment is applicable to certain Bombardier Model CL–215–1A10 and CL–215–6B11 series airplanes. This amendment requires repetitive inspections to detect cracking on certain wing to fuselage frame-angles, and repair, if necessary.


The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of July 9, 1998 (63 FR 17672, April 10, 1998).


SUPPLEMENTARY INFORMATION:
Amendment 39–10458, applicable to certain Bombardier Model CL–215–1A10 and CL–215–6B11 series airplanes, was published in the Federal Register on April 10, 1998 (63 FR 17672). That amendment requires repetitive inspections to detect cracking on certain wing to fuselage frame-angles, and repair, if necessary.

As published, the applicability statement of the amendment was omitted inadvertently. The FAA has determined that this omission must be corrected. In all other respects, the original document is correct.

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

The effective date of this amendment remains July 9, 1998.

§ 39.13 [Corrected]
1. On page 17674, in the first column, the airworthiness directive, amendment 39–10458, is corrected by adding the applicability statement preceding Note 1 to read as follows:

* * * * * Applicability: Model CL–215–1A10 and CL–215–6B11 series airplanes, serial numbers 1001 through 1125 inclusive, certified in any category.

* * * * *

Issued in Renton, Washington, on April 24, 1998.

Gary L. Killion,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–11560 Filed 5–1–98; 8:45 am]
BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–ANM–24]

Amendment of Class D Airspace; Twin Falls, ID

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of the direct final rule published on February 25, 1998 (63 FR 9409) which changed the name of the airport in the Twin Fall, ID, Class D airspace legal description. During a review of Idaho airspace, it was discovered that the airport name needed updating because it was changed from Twin Falls–Sun Valley Regional, Joslin Field to Joslin Field–Magc Valley Regional. This rule also updated the coordinates for the airport.

EFFECTIVE DATE: The direct final rule published at 63 FR 9409 is effective 0910 UTC, May 26, 1998.

FOR FURTHER INFORMATION CONTACT: