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DEPARTMENT OF AGRICULTURE

Animal and Plant Health Inspection Service

9 CFR Part 93

[Docket No. 98-059-2]

Specifically Approved States Authorized To Receive Mares and Stallions Imported From Regions Where CEM Exists

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: On July 27, 1998, the Animal and Plant Health Inspection Service published a direct final rule. (See 63 FR 40007-40008, Docket No. 98-059-1.) The direct final rule notified the public of our intention to amend the animal importation regulations by adding Georgia to the lists of States approved to receive certain mares and stallions imported into the United States from regions affected with contagious equine metritis. We did not receive any written adverse comments or written notice of intent to submit adverse comments in response to the direct final rule.

EFFECTIVE DATE: The effective date of the direct final rule is confirmed as: September 25, 1998.

FOR FURTHER INFORMATION CONTACT: Dr. David Vogt, Senior Staff Veterinarian, Animals Program, National Center for Import and Export, VS, APHIS, 4700 River Road Unit 39, Riverdale, MD 20737-1231, (301) 734-8423; or e-mail: dvogt@aphis.usda.gov.

Authority: 7 U.S.C. 1622; 19 U.S.C. 1306; 21 U.S.C. 102-105, 111, 114a, 134a, 134b, 134c, 134d, 134f, 135, 136, and 136a; 31 U.S.C. 9701; 7 CFR 2.22, 2.80, and 371.2(d).

Done in Washington, DC, this 14th day of September 1998.

Joan M. Arnoldi,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 98-25056 Filed 9-17-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-29-AD; Amendment 39-10286; AD 98-02-04]

RIN 2120-AA64

Airworthiness Directives; CFM International CFM56-5B/2P Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 98-02-04 applicable to CFM International (CFMI) CFM56-5B/2P series turbofan engines that was published in the **Federal Register** on January 21, 1998 (63 FR 3031). The low pressure turbine (LPT) case part number (P/N) in the compliance section is incorrect. This document corrects that P/N. In all other respects, the original document remains the same.

EFFECTIVE DATE: September 18, 1998.

FOR FURTHER INFORMATION CONTACT: Robert J. Ganley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7138; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to CFM International (CFMI) CFM56-5B/2P series turbofan engines, was published in the **Federal Register** on January 21, 1998 (63 FR 3031). The following correction is needed:

§ 39.13 [Corrected]

On page 3031, in the third column, in the Compliance Section, in the Applicability paragraph, in the fifth line, "338-117-004-0" is corrected to read "338-117-404-0".

On page 3031, in the third column, in the Compliance Section, in paragraph

(a), in the second line, "338-117-004-0" is corrected to read "338-117-404-0".

On page 3031, in the third column, in the Compliance Section, in paragraph (d), in the third line, "338-117-004-0" is corrected to read "338-117-404-0".

Issued in Burlington, Massachusetts, on September 11, 1998.

David A. Downey,

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

[FR Doc. 98-25005 Filed 9-17-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-62-AD; Amendment 39-10773; AD 98-05-14 R1]

RIN 2120-AA64

Airworthiness Directives; Cessna Aircraft Company Models T210N, P210N, and P210R Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment clarifies information contained in Airworthiness Directive (AD) 98-05-14, which currently requires revising the FAA-approved 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 on certain Cessna Aircraft Company (Cessna) Models T210N, P210N, and P210R airplanes. That publication incorrectly references the possibility of certain ice accumulation on the "lower" surface of the wing, instead of the "upper" surface of the wing while operating with the flaps extended. This incorrect statement may result in pilot misinterpretation of the icing effects with the flaps extended, and lead to an incorrect action. This document replaces the word "lower" with "upper" in this sentence. The actions specified in this AD are intended to continue to minimize the