

detect cracks of the shear cleats of the roller guide structural support of the passenger door, in accordance with Part 1 of the Accomplishment Instructions of Jetstream Alert Service Bulletin J41-A52-043, Revision 2, dated May 6, 1997. Repeat the detailed visual inspection, as specified in Part 2 of the Accomplishment Instructions of the alert service bulletin, thereafter at intervals not to exceed 1,500 landings.

**Note 2:** Accomplishment of the initial detailed visual inspection prior to August 12, 1997, in accordance with Jetstream Alert Service Bulletin J41-52-043, dated March 14, 1997, or Revision 1, dated April 11, 1997, is considered acceptable for compliance with the initial inspection required by paragraph (a) of this AD.

(1) If one cracked shear cleat is detected, and the crack is greater than 0.50 inches, prior to further flight, replace the cracked shear cleat with a new shear cleat in accordance with the alert service bulletin.

(2) If one cracked shear cleat is detected, and the crack is less than or equal to 0.50 inches, within 170 landings following accomplishment of the inspection required by this paragraph, replace the cracked shear cleat with a new shear cleat in accordance with the alert service bulletin.

(3) If more than one cracked shear cleat is detected, but no single crack is greater than 0.50 inches in length, prior to further flight, replace all cracked shear cleats with new shear cleats in accordance with the alert service bulletin.

(b) For airplanes on which all shear cleats have been replaced: Inspect as required by paragraph (a) of this AD, prior to the accumulation of 6,000 total landings on the highest time new shear cleat, or within 60 days after August 12, 1997, whichever occurs later. Repeat the detailed visual inspection thereafter at intervals not to exceed 1,500 landings.

#### **New Requirements of This AD**

(c) Modify the passenger door (Modification No. JM41576) at all four roller guide locations in accordance with Jetstream Service Bulletin J41-52-050, dated May 6, 1997, at the time specified in paragraph (c)(1) or (c)(2) of this AD, whichever occurs later. Accomplishment of this modification constitutes terminating action for the requirements of this AD.

(1) Within 4,000 landings or 2 years after accomplishment of the initial inspection required by paragraph (a) of this AD. Or

(2) Within 6 months after the effective date of this AD.

(d) 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, 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.

**Note 3:** Information concerning the existence of approved alternative methods of

compliance with this AD, if any, may be obtained from the 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 Jetstream Alert Service Bulletin J41-A52-043, Revision 2, dated May 6, 1997, and Jetstream Service Bulletin J41-52-050, dated May 6, 1997. This incorporation by reference was approved previously by the Director of the **Federal Register** as of August 12, 1997 (62 FR 40267, July 28, 1997). Copies may be obtained from AI(R) American Support, Inc., 13850 Mclearen Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on January 25, 1999.

Issued in Renton, Washington, on December 15, 1998.

**Ali Bahrami,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Airspace Docket No. 98-ASO-12]

#### **Establishment of Class D and E Airspace, Amendment to Class D and E Airspace; Montgomery, AL**

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

**ACTION:** Final rule; delay of effective date.

**SUMMARY:** This corrective action changes the effective date for the amendment of the Class D and E surface areas airspace for Montgomery Regional Airport—Dannelly Field, Montgomery, AL, and establishment of Class D and E surface areas airspace for Maxwell AFB, AL. The airspace docket was not published in the **Federal Register** by the required date of December 3, 1998; therefore, the effective date of the amendment and establishment of the Class D and E surface areas airspace must also be delayed to coincide with airspace charting dates.

**EFFECTIVE DATE:** The effective date of 0901 UTC, January 28, 1999, is delayed to 0901 UTC, March 25, 1999.

**FOR FURTHER INFORMATION CONTACT:** Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

**SUPPLEMENTARY INFORMATION:** Airspace Docket No. 98-ASO-12, published in the **Federal Register** on December 4, 1998 (63 FR 66980), amended Class D and E surface areas airspace for Montgomery Regional Airport—Dannelly Field, Montgomery, AL, and established Class D and E surface areas airspace for Maxwell AFB, AL. This action was originally scheduled to become effective on January 28, 1999; however, the airspace docket was not published in the **Federal Register** by the required date of December 3, 1998, requiring the effective date of this action to be delayed until March 25, 1999, to coincide with airspace charting dates.

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. It, therefore, (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 on Airspace Docket No. 98-ASO-12 is hereby delayed from January 28, 1999, to March 25, 1999.

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

Issued in College Park, Georgia on December 7, 1998.

**Nancy B. Shelton,**

*Acting Manager, Air Traffic Division, Southern Region.*

[FR Doc. 98-33600 Filed 12-18-98; 8:45 am]

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