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, 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:

98–25–52 Boeing: Amendment 39–10957. Docket 98–NM–360–AD.

Applicability: All Model 747 series airplanes, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent contact between the rotating paddle wheel and the stationary end plates within the center wing tank override/jettison fuel pumps or horizontal stabilizer tank transfer pumps due to excessive wear of the pump shaft carbon thrust bearing, which can cause sparks and/or a hot surface condition and consequent ignition of fuel vapor in the center wing tank or horizontal stabilizer tank during dry pump operation (no fuel flowing), accomplish the following:

(a) Within 7 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following procedures. This may be accomplished by inserting a copy of this AD into the AFM.

''For Model 747–400 series airplanes equipped with a horizontal stabilizer tank, operation of the horizontal stabilizer tank transfer pumps is prohibited in flight.

A tripped circuit breaker of a center wing tank override/jettison pump or a tripped circuit breaker of a horizontal stabilizer tank transfer pump must not be reset until the associated fuel pump has been inspected for damage and any damage has been repaired.

The center wing tank override/jettison pumps must be operated in accordance with either option 1 or option 2 below.

Option 1

If the center wing tank override/jettison pumps are required for flight, the center tank must contain a minimum of 17,000 pounds (7,700 kilograms) at engine start. The fuel quantity indicating system of the center wing tank must be operative to dispatch with center wing tank fuel intended for use in the flight.

Select both center wing tank override/jettison pump switches off at or before the fuel quantity of the center wing tank reaches 7,000 pounds (3,200 kilograms). Note: On Model 747–400 series airplanes, the 'FUEL OVRD CTR L' and 'FUEL OVRD CTR R' engine indication and crew alerting system (EICAS) messages will be displayed with the switches off.

The center wing tank override/jettison pumps may be operated with less than 7,000 pounds of fuel in the center wing tank if required to address an emergency (such as fuel jettison or low fuel quantity).

OPTION 2

If the center wing tank override/jettison pumps are required for flight, the center tank must contain a minimum of 50,000 pounds (22,700 kilograms) at engine start. The fuel quantity indicating system of the center wing tank must be operative to dispatch with center wing tank fuel intended for use in the flight.

Select both center wing tank override/jettison pump switches off at or before center wing tank fuel quantity reaches 3,000 pounds (1,400 kilograms).

The center wing tank override/jettison pumps may be operated with less than 3,000 pounds of fuel in the center wing tank if required to address an emergency (such as fuel jettison or low fuel quantity).''

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

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

(c) 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.

(d) This amendment becomes effective on December 29, 1998 to all persons except those persons to whom it was made immediately effective by telegraphic AD T98–25–52, issued on December 3, 1998, which contained the requirements of this amendment.

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

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–33691 Filed 12–23–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–AWP–23]

Revision to Class E Airspace; Reno, NV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date and correction.

SUMMARY: This document confirms the effective date of a direct final rule which revises the legal description for the E3 airspace area designated as an extension to the Class C airspace at Reno, NV. This document also corrects the airspace legal description that was published incorrectly in the direct final rule; request for comments. The correction involves deleting ''CA'' and inserting ''NV'' to properly identify the geographic location. Additionally, coordinates for the Reno ILS Localizer and references to it have been added to the legal description to correct a previous omission. This correction is editorial in nature and does not affect the substance of the airspace action.

DATES: The direct final rule published in 63 FR 58628 is effective at 0901 UTC, January 28, 1999. The correction is also effective on January 28, 1999.

FOR FURTHER INFORMATION CONTACT: Jeri Carson, Air Traffic Division, Airspace Specialist, AWP–520.11, Federal Aviation Administration, Western-Pacific Region, 15000 Aviation Boulevard, Lawndale, California 90261; telephone (310) 725–6611.

SUPPLEMENTARY INFORMATION: On November 2, 1998, the FAA published in the **Federal Register** a direct final rule; request for comments which revised the Class E airspace area consisting of airspace extending upward from the surface designated as an extension to the Class C surface area at Reno/Tahoe International Airport. (FR

Document 98–29297, 63 FR 58628, Airspace Docket No. 98–AWP–23). An error was subsequently discovered in the publication of the docket. The docket failed to cite properly the coordinates for the Reno ILS localizer in the airspace legal description. The error was an inadvertent omission, and the correction included in this document has no substantive effect on the airspace action. After review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require adoption of the rule. The FAA has determined that the correction will not change the meaning of the action, nor will it add any burden on the public beyond that already published. This action corrects the error and confirms the effective date of the direct final rule.

The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. The 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, were received within the comment period, the regulation would become effective on January 28, 1999. No adverse comments were received; therefore this document confirms that the direct final rule will become effective on January 28, 1999.

Correction

In the rule FR Doc. 98–29297 published in the **Federal Register** on November 2, 1998, 63 FR 58628, make the following correction to the airspace description on page 58629, in the middle column:

Paragraph 6003 Class E Airspace Areas Designated as an Extension

* * * * *

AWP NV E3 Reno, NV [Revised]

Reno/Tahoe International Airport, NV
(Lat. 39°29′55″ N., long. 119°46′05″ W.)
I–RNO Localizer
(Lat. 39°28′50″ N., long. 119°46′10″ W.)

That airspace extending upward from the surface within 1.8 miles each side of the I–RNO localizer north course extending from the 5-mile radius of Reno/Tahoe International Airport to 13.1 miles north of the localizer, and within 1.8 miles each side of the I–RNO localizer south course, extending from the 5-mile radius of the airport to 9.7 miles south of the localizer.

* * * * *

Issued in Los Angeles, California on December 11, 1998.

John G. Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 98–34168 Filed 12–23–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–AWP–22]

Establishment of Class E Airspace; Metropolitan Oakland International Airport, California; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date and correction.

SUMMARY: This document confirms the effective date of a direct final rule which establishes a Class E airspace area consisting of airspace extending upward from the surface designated as an extension to the Class C surface area at Metropolitan Oakland International Airport, California. This document also corrects the airspace legal description that was published incorrectly in the direct final rule; request for comments. Two airspace reference points, the Oakland VORTAC and the I–OAK Localizer, have been incorporated into the legal description to identify the airspace dimensions. This correction is editorial in nature and does not affect the substance of the airspace action.

DATES: The direct final rule published in 63 FR 58629 is effective at 0901 UTC, January 28, 1999. The correction is also effective on January 28, 1999.

FOR FURTHER INFORMATION CONTACT: Jeri Carson, Air Traffic Division, Airspace Specialist, AWP–520.11, Federal Aviation Administration, Western-Pacific Region, 15000 Aviation Boulevard, Lawndale, California 90261; telephone (310) 725–6611.

SUPPLEMENTARY INFORMATION: On November 2, 1998, the FAA published in the **Federal Register** a direct final rule; request for comments which established a Class E airspace area consisting of airspace extending upward from the surface designated as an extension to the Class C surface area at Metropolitan Oakland International Airport, California. (FR Document 98–29299, 63 FR 58629, Airspace Docket No. 98–AWP–22). An error was subsequently discovered in the publication of the docket. The docket failed to cite two necessary geographic reference points in the airspace legal description. The error was an inadvertent omission, and the correction included in this document has no substantive effect on the airspace action. After review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require adoption of the rule. The FAA has determined that the correction will not change the meaning of the action, nor will it add any burden on the public beyond that already published. This action corrects the error and confirms the effective date of the direct final rule.

The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. The 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, were received within the comment period, the regulation would become effective on January 28, 1999. No adverse comments were received; therefore this document confirms that the direct final rule will become effective on January 28, 1999.

Correction

In rule FR Doc. 98–29299 published in the **Federal Register** on November 2, 1998, 63 FR 58629, on page 58630, in the middle column, make the following correction to the airspace description:

Paragraph 6003 Class E Airspace Areas Designated as an Extension

* * * * *

AWPCA E3 Oakland, CA [New]

Metropolitan Oakland International Airport, CA
(Lat. 37°43′17″ N., long. 122°13′15″ W.)
I–OAK Localizer
(Lat. 37°43′54″ N., long. 122°13′34″ W.)
Oakland VORTAC
(Lat. 37°43′33″ N., long. 122°13′25″ W.)

That airspace extending upward from the surface within 2.7 miles each side of the I–OAK Localizer east course extending from the 5-mile radius of the airport to 8.5 miles east of the Oakland VORTAC, excluding that airspace within the Hayward, CA Class D airspace area when it is effective.

* * * * *

Issued in Los Angeles, California on December 11, 1998.

John G. Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 98–34167 Filed 12–23–98; 8:45 am]

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