

(b) Perform a one-time eddy current and/or dye penetrant inspection to detect cracking of the NLG main fitting, in accordance with Messier-Dowty Service Bulletin F100-32-92, dated November 14, 1997, at the applicable time specified in either paragraph (b)(1) or (b)(2) of this AD. Accomplishment of the inspection required by paragraph (b) of this AD, if accomplished prior to the inspection required by paragraph (a) of this AD, terminates the inspection requirement of paragraph (a) of this AD.

(1) For airplanes that have accumulated fewer than 15,000 total flight cycles as of the effective date of this AD: Inspect prior to the accumulation of 8,000 total flight cycles, or within 180 days after the effective date of this AD, whichever occurs later.

(2) For airplanes that have accumulated 15,000 or more total flight cycles as of the effective date of this AD: Inspect within 60 days after the effective date of this AD.

(c) If any crack is detected during the inspection required by paragraph (b) of this AD, prior to further flight, rework the NLG main fitting in accordance with Messier-Dowty Service Bulletin F100-32-92, dated November 14, 1997.

(d) Within 7 days after accomplishing the inspection required by either paragraph (a) or (b) of this AD, or within 7 days after the effective date of this AD, whichever occurs later, submit a report of the inspection results (both positive and negative findings) to Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(e) 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 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.

(f) 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.

(g) Except as provided by paragraph (d) of this AD, the actions shall be done in accordance with Fokker Service Bulletin SBF100-32-112, dated November 14, 1997, and Messier-Dowty Service Bulletin F100-32-92, dated November 14, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fokker

Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. 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.

Note 3: The subject of this AD is addressed in Dutch airworthiness directive BLA 1997-116 (A), dated November 28, 1997.

(h) This amendment becomes effective on December 7, 1998.

Issued in Renton, Washington, on October 13, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-29002 Filed 10-30-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AWP-12]

Revocation of Class D and Class E Airspace, Crows Landing, CA; 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 revokes the Class D and Class E airspace areas below 1200 feet above ground level (AGL) associated with Crows Landing, CA and changes the name from Crows Landing NALF to NASA Crows Landing in the legal description of the remaining controlled airspace as published in the direct final rule. The correction adds the removal of the Class D airspace area, which was inadvertently omitted from the direct final rule; request for comments.

DATES: The direct final rule published in 63 FR 45394 is effective at 0901 UTC, December 3, 1998. This correction is effective on December 3, 1998.

FOR FURTHER INFORMATION CONTACT: Debra Trindle, Air Traffic Division, Airspace Specialist, AWP-520.10, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261; telephone: (310) 725-6613.

SUPPLEMENTARY INFORMATION: On August 26, 1998, the FAA published in the **Federal Register** a direct final rule; request for comments which revoked the Class D and Class E airspace areas below 1200 feet AGL associated with

Crows Landing Airport, CA. (FR Document 98-22749, 63 FR 45394, Airspace Docket No. 98-AWP-12). An error was subsequently discovered in the publication of the docket. The removal of the Class D airspace area was inadvertently omitted from the direct final rule; request for comments. After review of all available information related to the subject present above, the FAA has determined that air safety and the public interest require adoption of the rule. The FAA has determined that this correction will not change the meaning of the action nor add any additional 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. 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, were received within the comment period, the regulation would become effective on December 3, 1998. No adverse comments were received, therefore this document confirms that this direct final rule will become effective on that date.

Correction

In rule FR Doc. 98-22749 published in the **Federal Register** on August 26, 1998, 63 FR 45394, make the following correction to the airspace description;

Paragraph 5000 Class D airspace.

* * * * *

AWP CAD Crows Landing NALF, CA [Removed]

* * * * *

Issued in Los Angeles, California on October 19, 1998.

Dawna J. Vicars,

Assistant Manager, Air Traffic Division, Western Pacific Region.

[FR Doc. 98-29298 Filed 10-30-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AWP-20]

Revision of Class E Airspace, San Diego, North Island NAS, CA

AGENCY: Federal Aviation Administration (FAA), DOT.