

### Cost Impact

The FAA estimates that 116 airplanes currently on the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$40 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$11,600 for the fleet or \$100 per airplane. For purposes of estimating the cost of this AD, the FAA is presuming that none of the owners/operators have accomplished any of the actions on any of the affected airplanes.

### 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 copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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.

### 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 USC 106(g), 40113, 44701.

### § 39.13 [Amended]

2. Section 39.13 is amended by removing airworthiness directive (AD) 97-03-03, Amendment No. 39-9909, and by adding a new AD to read as follows:

#### 98-04-17-Pilatus Britten-Norman LTD.:

Amendment No. 39-10329; Docket No. 97-CE-12-AD; Supersedes AD 97-03-03, Amendment 39-9909.

**Applicability:** BN-2, BN-2A, and BN-2B series airplanes (all serial numbers), certificated in any category, that have Pilatus Britten-Norman (Pilatus) Modification NB/M/1148 (70 amp DC Generation System) incorporated, and do not have Pilatus Modification NB/M/1571 (Introduction of Increased Rated Diode-70 amp DC Generation System) incorporated.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required within the next 50 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent loss of electrical power to the navigation, communications and lighting systems, which could impair the pilot's ability to maintain control of the airplane, accomplish the following:

- (a) Remove the diodes (quantity 2, part number (P/N) 340502014, type 10B1 or 10D1) installed on the terminals of the STBD (RIGHT) GEN and PORT (LEFT) GEN switches (SW2 and SW3), and install new approved diodes (quantity 2, P/N NB-81-5873, type 60S6) in accordance with the Accomplishment Instructions section in Pilatus Britten-Norman Aircraft Manufacturers Service Bulletin (SB) BN-2/SB.228, Issue 2, dated January 17, 1996.
- (b) Accomplishment of paragraph (a) of this AD is considered incorporation of Modification NB/M/1571.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri, 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate. Alternative

methods of compliance previously approved for AD 97-03-03 are considered approved for this AD.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) The removal and installation required by this AD shall be done in accordance with Pilatus Britten-Norman Aircraft Manufacturers Service Bulletin (SB) BN-2/SB.228, Issue 2, dated January 17, 1996.

(1) This incorporation by reference of Pilatus Britten-Norman Aircraft Manufacturers Service Bulletin (SB) BN-2/SB.228, Issue 2, dated January 17, 1996 was approved previously by the Director of the Federal Register as of March 23, 1997 (62 FR 4909, February 3, 1997).

(2) Copies may be obtained from Pilatus Britten-Norman, Ltd., Bembridge, Isle of Wight, United Kingdom, PO35 5PR. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment supersedes AD 97-03-03, Amendment 39-9909.

(g) This Amendment (39-10329) becomes effective on March 23, 1998.

Issued in Kansas City, Missouri, on February 6, 1998.

**Michael Gallagher,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-3634 Filed 2-13-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 95-AWA-1]

#### Modifications of the Houston Class B Airspace Area; TX

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

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

**SUMMARY:** This action delays the effective date for the modifications to the Houston, TX, Class B airspace area until March 26, 1998. The FAA is taking this action to coincide with the Houston sectional aeronautical chart.

**DATES:** The effective date of 0901 UTC, February 26, 1998, for the final rule published at 63 FR 4162 is delayed until 0901 UTC, March 26, 1998.

**FOR FURTHER INFORMATION CONTACT:** Sheri Edgett Baron, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence

Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:** Airspace Docket No. 95-AWA-1, published in the **Federal Register** on January 28, 1998 (63 FR 4162), modified the Houston, TX, Class B airspace area by reconfiguring two existing subarea boundaries and establishing an additional subarea. The effective date of this change is delayed until March 26, 1998.

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. Therefore, this regulation: (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 of the final rule, Airspace Docket No. 95-AWA-1, as published in the **Federal Register** on January 28, 1998 (63 FR 4162), is hereby delayed until 0901 UTC, March 26, 1998.

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

Issued in Washington, DC, on February 6, 1998.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 98-3566 Filed 2-13-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AGL-49]

#### Modification of Class E Airspace; Osceola, WI; Correction of Effective Date

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

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

**SUMMARY:** This action corrects an erroneous effective date for a final rule that was published in the **Federal Register** on January 13, 1998 (63 FR 1916), Airspace Docket Number 97-AGL-49. The Final Rule modified Class E airspace at Osceola, WI.

**EFFECTIVE DATE:** The effective date for the final rule published at 63 FR 1916 is corrected to be 0901 UTC, February 26, 1998.

**FOR FURTHER INFORMATION CONTACT:** Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

#### SUPPLEMENTARY INFORMATION:

##### History

**Federal Register** Document 98-786, Airspace Docket Number 97-AGL-49, published on January 13, 1998 (63 FR 1916) modified the description of the Class E airspace area at Osceola, WI. An erroneous effective date of February 26, 1997, was published for this airspace. This action corrects that error.

##### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the effective date for the Class E airspace area at Osceola, WI, as published in the **Federal Register** on January 13, 1998 (63 FR 1916), (FR Document 98-786), is corrected to read "0901 UTC, February 26, 1998".

Issued in De Plaines, Illinois on January 26, 1998.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 98-3572 Filed 2-13-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-ACE-29]

#### Amendment to Class E Airspace; Alliance, NE

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule published on December 5, 1997, which revises Class E airspace at Alliance, NE.

**DATES:** The direct final rule published at 62 FR 64268 is effective on 0901 UTC April 23, 1998.

#### FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on December 5, 1997 (62 FR 64268). 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 April 23, 1998. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on January 30, 1998.

**Jack K. Skleton,**

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

[FR Doc. 98-3577 Filed 2-13-98; 8:45 am]

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