

Models	Serial Nos.
500S	3185, 3228, 3230, 3262, and 3291.
500U	1765.
680F	1195.
681	6027.
680V	1677.
690	11035, 11053, 11068, and 11074.
690A	11111, 11134, 11146, 11153, 11173, 11177, 11205, 11215, 11237, 11249, 11271, 11273, and 11282.
690B	11360, 11382, 11409, 11424, 11451, 11455, 11463, 11491, 11513, 11521, 11535, 11536, 11539, and 11566.
690C	11638, 11643, 11676, 11689, and 11719.
690D	15041.
695	95010, 95033, 95044, and 95066.
695A	96010, 96041, 96056, and 96061.

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 (g) 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 as indicated below, unless already accomplished:

1. For all affected airplane models, except for Model 695A airplanes: Within 75 hours time-in-service (TIS) after May 18, 1998 (the effective date of AD 98-08-25).

2. For Model 695A airplanes: Within the next 75 hours TIS after the effective date of this AD.

To prevent the nose landing gear (NLG) from collapsing due to failure of a drag link bolt, which could result in loss of control of the airplane during landing operations, accomplish the following:

(a) For all airplane models, except for Models 690D and 695A, replace the NLG drag link bolt, part number (P/N) ED 10055, with a new bolt in accordance with the INSTRUCTIONS section of Twin Commander Service Bulletin (SB) 224, Revision C, dated July 25, 1996.

(b) For airplane Models 690D and 695A, replace the NLG drag link bolt (P/N ED 10055), with a new bolt (P/N 750076-1) in accordance with Twin Commander SB 224, Revision C, dated July 25, 1996.

(c) The new replacement bolt must be marked with the manufacturer's serial number, the date of manufacture, and the last three digits of the drawing number, 055, on the bolt head for all but Models 690D and 695A. Models 690D and 695A bolts must be marked with the manufacturer's serial number, the date of manufacture, and the last three digits of the drawing number, 76-1, on the bolt head.

Note 2: Although not required by this AD, FAA highly recommends that the removed bolt (P/N ED 10055) be returned to Twin Commander for Rockwell Hardness testing.

(d) For all affected airplane models, except for Models 690D and 695A airplanes,

compliance with Twin Commander SB 224, Revision A, dated April 24, 1996; or Twin Commander SB 224, Revision C, dated July 25, 1996, fulfills the applicable requirements of this AD. For the affected Models 690 and 695A airplanes, compliance must be in accordance with Twin Commander SB 224, Revision C, dated July 25, 1998.

(e) As of the effective date of this AD, no person shall install, on any affected airplane, a NLG drag link bolt that does not have the manufacturer's serial number, manufacture date, and the last three digits of the drawing number as specified in paragraph (c) of this AD.

(f) Special flight permits may be issued in accordance with §§ 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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office, 1601 Lind Ave. SW, Renton, Washington, 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle Aircraft Certification Office.

(h) The inspection and replacement required by this AD shall be done in accordance with Twin Commander Service Bulletin 224, Revision C, dated July 25, 1996. This incorporation by reference was previously approved by the Director of the Federal Register as of May 18, 1998 (63 FR 19387, April 20, 1998). Copies may be obtained from Twin Commander Aircraft Corporation, 19010 59th Drive NE, Arlington, Washington 98223-7832. 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.

(i) This amendment revises AD 98-08-25, Amendment 39-10474, which superseded AD 96-12-08, Amendment No. 39-9650.

(j) This amendment becomes effective on January 5, 1999.

Issued in Kansas City, Missouri, on September 30, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-26974 Filed 10-8-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-29]

Amendment to Class E Airspace; Denison, IA; 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 revises the Class E airspace at Denison, IA, and corrects the state identification for Denison Municipal Airport as published in the direct final rule.

DATES: The direct final rule published at 63 FR 42692 is effective on 0901, UTC, December 3, 1998.

This correction is effective on December 3, 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: On August 11, 1998, the FAA published in the **Federal Register** a direct final rule; request for comments which revises the Class E airspace at Denison, IA (FR Document 98-21475, 63 FR 42692, Airspace Docket No. 98-ACE-29). An error was subsequently discovered with the state identification for Denison Municipal Airport. After careful 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 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 state identification 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, and thus this notice confirms that this direct final rule will become effective on that date.

Correction

In rule FR Doc. 98-21475 published in the **Federal Register** on August 11, 1998, 63 FR 42692, make the following correction to the Denison Municipal Airport, state identification incorporated by reference in 14 CFR 71.1:

§ 71.1 [Corrected]

ACE IA E5 Denison, IA [Corrected]

On page 42693, in the third column, under ACE IA Denison, IA [Revised] change "Denison Municipal Airport, KS" to read "Denison Municipal Airport, IA."

Issued in Kansas City, MO on September 22, 1998.

Donald F. Hensley,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-27256 Filed 10-8-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-27]

Amendment to Class E Airspace; Ottumwa, IA

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 which revises Class E airspace at Ottumwa, IA.

DATES: The direct final rule published at 63 FR 44127 is effective on 0901 UTC, December 3, 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 August 18, 1998 (63 FR 44127). 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, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on September 22, 1998.

Donald F. Hensley,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-27254 Filed 10-8-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-26]

Amendment to Class E Airspace; Clinton, IA

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 which revises Class E airspace at Clinton, IA.

DATES: The direct final rule published at 63 FR 44378 is effective on 0901 UTC, December 3, 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 August 19, 1998 (63 FR 44378). 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, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on September 22, 1998.

Donald F. Hensley,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-27251 Filed 10-8-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-43]

Amendment to Class E Airspace; Meade, KS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends the Class E airspace area at Meade Municipal Airport, Meade, KS. The FAA has developed Global Positioning System (GPS) Runway (RWY) 17, GPS RWY 35, and Nondirectional Radio Beacon (NDB) RWY 17 Standard Instrument Approach Procedures (SIAPs) to serve Meade Municipal Airport, KS. Additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate these SIAPs and for Instrument Flight Rules (IFR) operations at this airport. The enlarged area will contain the new GPS RWY 17, GPS RWY 35, and NDB RWY 17 SIAPs in controlled airspace.

In addition, a minor revision to the geographic coordinates for the Airport Reference Point (ARP) is included in this document. The intended effect of this rule is to provide controlled Class E airspace for aircraft executing the GPS RWY 17, GPS RWY 35, and NDB RWY 17 SIAPs, revise the coordinates for the Meade Municipal Airport ARP, and to segregate aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual conditions.