

List of Subjects

8 CFR Part 312

Citizenship and naturalization, Education.

8 CFR Part 499

Citizenship and naturalization. Accordingly, chapter I of title 8 of the Code of Federal Regulations is amended as follows:

PART 312—EDUCATIONAL REQUIREMENTS FOR NATURALIZATION

1. The authority citation for part 312 continues to read as follows:

Authority: 8 U.S.C. 1103, 1423, 1443, 1447, 1448.

§ 312.1 [Amended]

2. Section 312.1(b)(3) is amended in the last sentence by revising the phrase “clinical and laboratory” to read “clinical or laboratory.”

§ 312.2 [Amended]

3. Section 312.2(b)(1) is amended in the last sentence by revising the phrase “clinical and laboratory” to read “clinical or laboratory”.

4. Section 312.2(b)(2) is amended in the first sentence by revising the phrase

“medical doctor” to read “medical or osteopathic doctor”.

PART 499—NATIONALITY FORMS

5. The authority citation for part 499 continues to read as follows:

Authority: 8 U.S.C. 1103; 8 CFR part 2.

6. Section 499.1 is amended in the table by revising the entry for Form “N-648” to read as follows:

§ 499.1 Prescribed forms.

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Form No.	Edition date	Title and description
N-648	2-4-99	Medical Certification for Disability Exceptions.

Dated: February 10, 1999.

Doris Meissner,

Commissioner, Immigration and Naturalization Service.

[FR Doc. 99-3985 Filed 2-17-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-317-AD; Amendment 39-10904; AD 98-24-19]

RIN 2120-AA64

Airworthiness Directives; Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-145 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correcting amendment.

SUMMARY: This document corrects information in an existing airworthiness directive (AD) that applies to certain Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-145 series airplanes. That AD currently requires revising the Performance Section of the Airplane Flight Manual (AFM) to provide the flightcrew with procedures to adjust landing distances for landings performed with the anti-icing system active. That AD also requires revising the Limitations Section of the AFM to prohibit certain types of approaches with the anti-icing system active. This document corrects a typographical error that resulted in reference to a

supplement of the AFM that does not exist. This correction is necessary to ensure that the appropriate supplement of the AFM is revised.

DATES: Effective December 10, 1998.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of December 10, 1998 (63 FR 65050, November 25, 1998).

FOR FURTHER INFORMATION CONTACT: Thomas Peters, Aerospace Engineer, ACE-118A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6063; fax (770) 703-6097.

SUPPLEMENTARY INFORMATION: On November 16, 1998, the Federal Aviation Administration (FAA) issued AD 98-24-19, amendment 39-10904 (63 FR 65050, November 25, 1998), which applies to certain Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-145 series airplanes. That AD requires revising the Performance Section of the Airplane Flight Manual (AFM) to provide the flightcrew with procedures to adjust landing distances for landings performed with the anti-icing system active. That AD also requires revising the Limitations Sections of the AFM to prohibit certain types of approaches with the anti-icing system active. That AD was prompted by a report that increased (i.e., higher than normal) flight idle thrust may occur when the anti-icing system is active. The actions required by that AD are intended to ensure that the flightcrew is advised of appropriate

landing field lengths when operating with the anti-icing system active, and that instrument approaches at certain flap settings are prohibited with the anti-icing system active. Increased flight idle thrust when the anti-icing system is active, if not corrected, could result in landing overrun.

Need for the Correction

As published, AD 98-24-19 contains a typographical error in paragraph (a)(2) of the AD. That paragraph specified a revision to the Limitations Section of Supplement 12 of the FAA-approved AFM; however, the correct supplement is Supplement 6. Supplement 12 of the AFM does not exist.

The FAA has determined that a correction to AD 98-24-19 is necessary. The correction will ensure that the appropriate supplement of the AFM is revised.

Correction of Publication

This document corrects the error and revises the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The AD is reprinted in its entirety for the convenience of affected operators. The effective date of the AD remains December 10, 1998.

Since this action only corrects a typographical error, it has no adverse economic impact and imposes no additional burden on any person. Therefore, the FAA has determined that notice and public procedures are unnecessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Correction

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) by making the following correcting amendment:

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 [Corrected]

2. Section 39.13 is amended by revising the following airworthiness directive (AD):

98-24-19 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-10904. Docket 98-NM-317-AD.

Applicability: Model EMB-145 series airplanes, equipped with Allison Model

AE3007A1/2 engines; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the flightcrew is advised of appropriate landing field lengths when operating with the anti-icing system active, and that instrument approaches at certain flap settings are prohibited with the anti-icing system active, accomplish the following:

(a) Within 10 days after the effective date of this AD, accomplish the actions specified by paragraphs (a)(1) and (a)(2) of this AD.

(1) Revise the Performance Section of the FAA-approved Airplane Flight Manual (AFM) by inserting a copy of EMBRAER EMB-145 AFM 145/1153, Revision 19, dated October 23, 1998, into the AFM.

Note 1: When landing in abnormal configurations per the emergency and abnormal procedures of Section 3 of the AFM and operating with the anti-icing system active, the landing field length multiples specified in Section 3 should be applied to the landing field lengths specified in Supplement 6 of Revision 19 of the AFM.

(2) Revise the Limitations Section of Supplement 6 of the FAA-approved AFM to include the following statement. This action may be accomplished by inserting a copy of this AD into the AFM.

“Flaps 22 instrument approaches with anti-ice on are not approved.”

(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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta 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) The AFM revision specified in paragraph (a)(1) of this AD shall be done in accordance with EMBRAER EMB-145 Airplane Flight Manual 145/1153, Revision 19, dated October 23, 1998, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
List of Effective Pages, Pages A, S6-i, S6-ii	19	October 23, 1998.
List of Effective Pages, Page B	18	August 6, 1998.

This incorporation by reference was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of December 10, 1998 (63 FR 65050, November 25, 1998). Copies may be obtained from Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343—CEP 12.225, Sao Jose dos Campos—SP, Brazil. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) The effective date of this amendment remains December 10, 1998.

Issued in Renton, Washington, on February 9, 1999.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-3733 Filed 2-17-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ANM-08]

Amendment of Class E Airspace; Leadville, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Leadville, CO, Class E airspace by providing additional controlled airspace to accommodate the development of a new Standard Instrument Approach Procedures (SIAP) utilizing the Global Positioning System (GPS) at the Lake County Airport.

EFFECTIVE DATE: 0901 UTC, May 20, 1999.

FOR FURTHER INFORMATION CONTACT: Dennis Ripley, ANM-520.6, Federal Aviation Administration, Docket No. 98-ANM-08, 1601 Lind Avenue S.W., Renton, Washington, 98055-4056; telephone number: (425) 227-2527.

SUPPLEMENTARY INFORMATION:

History

On June 2, 1998, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by revising the Leadville, CO, Class E airspace area (63 FR 53319). This revision provides the additional airspace necessary to encompass the GPS Runway 16 SIAP for the Lake County Airport.

Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth, is published Paragraph 6005, of FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.