

DATES: Comments must be submitted on or before May 6, 1998.

ADDRESSES: Send comments to Gary M. Jackson, Assistant Administrator for Size Standards, 409 3rd Street, S.W., Mail Code 6880, Washington DC 20416.

FOR FURTHER INFORMATION CONTACT: Robert N. Ray, Office of Size Standards, (202) 205-6618.

SUPPLEMENTARY INFORMATION: The SBA proposed an increase to the size standard for general Engineering Services (part of SIC code 8711) from \$2.5 million to \$7.5 million on February 3, 1998 (63 FR 5480). The other size standards applicable to Engineering Services under SIC code 8711—Military and Aerospace Equipment, Military Weapons, Marine Engineering, and Naval Architecture—were not reviewed as part of that proposed rule. The rule also proposed an increase to the size standard for the Architectural Services industry (SIC code 8712) from \$2.5 million to \$5 million and an increase to the size standard for the Surveying and Mapping Services industry (SIC code 8713) from \$2.5 million to \$3.5 million. The rule proposed no change to the \$3.5 million size standard for Map Drafting, Mapmaking and Photogrammetric Mapping Services that are industry activities under Business Services, Not Elsewhere Classified (SIC code 7389). A thorough discussion of the reasons why the SBA proposed these size standards is contained in the proposed rule.

This notice extends the comment period an additional 30 days, or until May 6, 1998, to allow the public additional time to fully address the appropriateness of the proposed size standards and their impacts on the engineering, architectural, and surveying and mapping industries. Given the level of interest that has been expressed to date on the proposed size standards and the significance of the proposed size standards, the SBA believes that a longer comment period is appropriate and will generate valuable input from firms in those industries potentially affected by a size standard change.

Dated: April 1, 1998.

Aida Alvarez,
Administrator.

[FR Doc. 98-8996 Filed 4-6-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-CE-19-AD; Amendment 39-10439; AD 97-08-02 R1]

RIN 2120-AA64

Airworthiness Directives; Schempp-Hirth K.G. Models Nimbus-2B, Mini-Nimbus B, Discus a, and Discus b Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document clarifies information in an existing airworthiness directive (AD) that applies to certain Schempp-Hirth K.G. (Schempp-Hirth) Models Standard-Cirrus, Nimbus-2, Nimbus-2B, Mini-Nimbus HS-7, Mini-Nimbus B, Discus a, and Discus b sailplanes. That AD currently requires accomplishing a load test of the elevator control system, and replacing the elevator vertical actuating tube either immediately or at a certain time period depending on the results of the load test. The actions specified in that AD are intended to prevent corrosion in the elevator caused by water entering the elevator control rod, which could result in elevator failure and consequent loss of control of the sailplane. The Schempp-Hirth Models Nimbus 2, Mini-Nimbus HS-7, and Standard Cirrus sailplanes are not equipped with elevator control systems, and should not be affected by the current AD. This action eliminates all reference to the Schempp-Hirth Models Nimbus 2, Mini-Nimbus HS-7, and Standard Cirrus sailplanes in the current AD.

DATES: Effective April 17, 1998.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of May 30, 1997 (62 FR 16667, April 8, 1997).

FOR FURTHER INFORMATION CONTACT: Mr. J. Mike Kiesov, Project Officer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6932; facsimile: (816) 426-2169.

SUPPLEMENTARY INFORMATION: On April 1, 1997, the Federal Aviation Administration (FAA) issued AD 97-08-02, Amendment 39-9990 (62 FR 16667, April 8, 1997), which applies to certain Schempp-Hirth Models Standard-Cirrus, Nimbus-2, Nimbus-2B, Mini-Nimbus HS-7, Mini-Nimbus B, Discus a, and Discus b sailplanes. That

AD requires accomplishing a load test of the elevator control system, and replacing the elevator vertical actuating tube either immediately or at a certain time period depending on the results of the load test.

Accomplishment of the test and replacement is required in accordance with Schempp-Hirth Technical Note No. 278-33, 286-28, 295-22, 328-10, 349-16, 360-9, 373-5, dated November 19, 1992, and the Appendix to this technical note.

AD 97-08-02 resulted from reported incidents of corrosion found in the elevator because of water entering the elevator control rod. The actions required by that AD are intended to prevent corrosion in the elevator caused by water entering the elevator control rod, which could result in elevator failure and consequent loss of control of the sailplane.

Need for the Correction

The FAA inadvertently included the Schempp-Hirth Models Nimbus 2, Mini-Nimbus HS-7, and Standard Cirrus sailplanes in the Applicability of AD 97-08-02. These sailplane models are not equipped with elevator control systems, and should not be affected by the current AD.

Correction of Publication

This document eliminates from the Applicability of AD 97-08-02 those sailplanes that are not equipped with elevator control systems.

The AD is being reprinted in its entirety for the convenience of affected operators.

Since this action only clarifies the FAA's original intent, 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 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 removing AD 97-08-02, Amendment 39-9990 (62 FR 16667, April 8, 1997), and by adding a new airworthiness directive (AD) to read as follows:

97-08-02 R1 Schempp-Hirth K.G.:

Amendment 39-10439; Docket No. 96-CE-19-AD. Revises AD 97-08-02, Amendment 39-9990.

Applicability: The following sailplane models and serial numbers, certificated in any category:

Models	Serial numbers
Nimbus-2B	All serial numbers.
Mini-Nimbus B	All serial numbers.
Discus a and Discus b.	Serial numbers 1 to 446.

Note 1: This AD applies to each sailplane 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 sailplanes 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 (f) 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 in the body of this AD, unless already accomplished.

To prevent corrosion in the elevator caused by water entering the elevator control rod, which could result in elevator failure and consequent loss of control of the sailplane, accomplish the following:

(a) Prior to further flight after May 30, 1997 (the effective date of AD 97-08-02), accomplish a load test of the elevator control system in accordance with Schempp-Hirth Technical Note No. 278-33, 286-28, 295-22, 328-10, 349-16, 360-9, 373-5, dated November 19, 1992, and the Appendix to this technical note.

Note 2: Sections 61.107(d)(1) and 61.127(d)(1) of the Federal Aviation Regulations (14 CFR 61.107(d)(1) and 14 CFR 61.127(d)(1)) give the authorization for glider/sailplane operators to disassemble and reassemble the elevator control system (for storage purposes between flights). The "prior to further flight after the effective date of this AD" compliance time in paragraph (a) of this AD was established to coincide with the next reassembly of the elevator control system.

(b) If any discrepancies are found during the load test required by paragraph (a) of this AD, prior to further flight, replace the elevator vertical actuating tube in accordance with Schempp-Hirth Technical Note No. 278-33, 286-28, 295-22, 328-10, 349-16, 360-9, 373-5, dated November 19, 1992, and the Appendix to this technical note.

(c) Within the next 6 calendar months after May 30, 1997 (the effective date of AD 97-

08-02) or prior to further flight after May 30, 1997 (the effective date of AD 97-08-02), whichever occurs later, unless already accomplished (performing the actions in paragraph (b) of this AD), replace the elevator vertical actuating tube in accordance with Schempp-Hirth Technical Note No. 278-33, 286-28, 295-22, 328-10, 349-16, 360-9, 373-5, dated November 19, 1992, and the Appendix to this technical note.

(d) The elevator control system load test as required by paragraph (a) of this AD may be performed by the sailplane owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(e) 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 sailplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 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.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(g) The load test and replacement required by this AD shall be done in accordance with Schempp-Hirth Technical Note No. 278-33, 286-28, 295-22, 328-10, 349-16, 360-9, 373-5, dated November 19, 1992, and the Appendix to this technical note. This incorporation by reference was approved previously by the Director of the Federal Register as of May 30, 1997 (62 FR 16667, April 8, 1997). Copies may be obtained from Schempp-Hirth Flugzeugbau GmbH, Kребенstrasse 25, Postfach 1443, D-73230 Kirchheim/Teck, Germany. 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.

(h) This amendment becomes effective on April 17, 1998.

Issued in Kansas City, Missouri, on March 25, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-8582 Filed 4-6-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-NM-49-AD; Amendment 39-10449]

RIN 2120-AA64

Airworthiness Directives; Saab Model SAAB 340B Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Saab Model SAAB 340B series airplanes. This amendment requires adjustment of the cargo baggage net, replacement of baggage net placards, and installation of new baggage net placards. This amendment is prompted by the issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent failure of the cargo bulkhead floor attachments, which could result in damage to the airplane structure and possible injury to passengers and crewmembers.

DATES: Effective July 6, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 6, 1998.

Comments for inclusion in the Rules Docket must be received on or before May 7, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-49-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.