List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 adding the following new airworthiness directive:

Raytheon Aircraft Company (Formerly Beech): Docket 98–NM–195–AD.

Applicability: Model Hawker 800XP series airplanes, serial numbers 258297 through 258304 inclusive, and 258307 through 258309 inclusive; certificated in any category.

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 (c) 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, unless accomplished previously.

To prevent failure of the fuel feed hose assemblies, which could result in fuel leakage and consequent risk of fire in the aft equipment bay, accomplish the following:

(a) Within 300 flight hours or 3 months after the effective date of this AD, whichever occurs later, replace the fuel feed hose assemblies of the auxiliary power unit (APU) with new hose assemblies in accordance with Raytheon Aircraft Service Bulletin SB.49–3018, dated August 1997.

(b) If replacement fuel feed hose assemblies are not immediately available for installation, shut down the APU and display warning notices prohibiting use of the APU in accordance with Raytheon Aircraft Service Bulletin SB.49–3018, dated August 1997, until the replacement required by paragraph (a) of this AD is accomplished.

(c) 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, Wichita 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, Wichita ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(d) 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.

Issued in Renton, Washington, on August 20, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–22962 Filed 8–26–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–161–AD]

RIN 2120–AA64

Airworthiness Directives; Aerospatiale Model SN 601 (Corvette) Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Aerospatiale Model SN 601 (Corvette) series airplanes. This proposal would require repetitive inspections to detect discrepancies of the upper and lower reinforcement panels and panel fasteners of the wing roots; and corrective actions, if necessary. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent debonding of the upper and lower reinforcement panels of the wing roots, which could result in reduced structural integrity of the wing.

DATES: Comments must be received by September 28, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–161–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

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.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 98–NM–161–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–161–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on certain Aerospatiale Model SN 601 (Corvette) series airplanes. The DGAC advises that it has received reports of debonding of the upper and lower surface reinforcement panels of the wing roots on these airplanes. The debonding has been attributed to water infiltration. This condition, if not corrected, could result in fatigue damage of the panel fasteners and corrosion of the panels and wing structure, and consequent reduced structural integrity of the wing.

Explanation of Relevant Service Information

The manufacturer has issued Aerospatiale Corvette Service Bulletin 57–24, Revision 1, dated May 30, 1994. This service bulletin describes procedures for removal of the left and right lateral fairings between frames 16 and 22; repetitive sonic resonance inspections to detect debonding of the upper and lower surface reinforcement panels of the wing root; and repetitive visual inspections to detect damage of the reinforcement panel fasteners.

In addition, Aerospatiale has issued Corvette Service Bulletin 57–25, dated November 21, 1990, which describes procedures for replacement of the upper and lower surface reinforcement panels of the wing root and treatment of the area for corrosion if excessive debonding or fastener damage is found during an inspection described in Aerospatiale Corvette Service Bulletin 57–24.

The DGAC classified these service bulletins as mandatory and issued French airworthiness directive 91–045–010(B)R1, dated August 3, 1994, in order to assure the continued airworthiness of these airplanes in France.

FAA's Conclusions

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require accomplishment of the actions specified in the service bulletins described previously, except as discussed below.

Differences Between Proposed Rule and Service Bulletin

Operators should note that, although Aerospatiale Corvette Service Bulletin 57–24 specifies that the manufacturer may be contacted for disposition of certain repair conditions, this proposal would require the repair of those conditions to be accomplished in accordance with a method approved by either the FAA or the DGAC (or its delegated agent). In light of the type of repair that would be required to address the identified unsafe condition, and in consonance with existing bilateral airworthiness agreements, the FAA has determined that, for this proposed AD, a repair approved by either the FAA or the DGAC would be acceptable for compliance with this proposed AD.

Cost Impact

The FAA estimates that 1 airplane of U.S. registry would be affected by this proposed AD, that it would take approximately 2 work hours to accomplish the proposed inspection, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the proposed AD on the single U.S. operator is estimated to be $120, per inspection cycle.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 draft regulatory 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, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 adding the following new airworthiness directive:

Aerospatiale: Docket 98–NM–161–AD.

Applicability: Model SN 601 (Corvette) series airplanes on which Aerospatiale Modification 1049 has been installed, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (c) 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, unless accomplished previously.

To prevent debonding of the upper and lower reinforcement panels of the wing roots, which could result in reduced structural integrity of the wing, accomplish the following:

(a) For airplanes that have been modified in accordance with Aerospatiale Corvette Service Bulletin 57–25, dated November 21, 1990: Within 8,300 flight cycles after installation of the modification, or within 100 flight cycles after the effective date of

this AD, whichever occurs later, perform a sonic resonance inspection to detect debonding of the upper and lower reinforcement panels of the wing roots and a visual inspection to detect fatigue damage of the panel fasteners, in accordance with the Accomplishment Instructions of Aerospatiale Corvette Service Bulletin 57–24, Revision 1, dated May 30, 1994.

(1) If no panel debonding or fastener damage is found, repeat the sonic resonance inspection and the visual inspection thereafter at intervals not to exceed 1,000 flight cycles.

(2) If any panel debonding or fastener damage is found, prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM–116, or the Direction Gónórale de l'Aviation Civile (DGAC), which is the airworthiness authority for France (or its delegated agent).

(b) For airplanes that have not been modified in accordance with Aerospatiale Corvette Service Bulletin 57–25, dated November 21, 1990: Prior to the accumulation of 8,200 total flight cycles, or within 100 flight cycles after the effective date of this AD, whichever occurs later, perform a sonic resonance inspection to detect debonding of the upper and lower reinforcement panels of the wing roots, and a visual inspection to detect fatigue damage of the panel fasteners, in accordance with the Accomplishment Instructions of Aerospatiale Corvette Service Bulletin 57–24, Revision 1, dated May 30,
1994.

(1) For any reinforcement panel on which no debonding or fastener damage is found, repeat the sonic resonance inspection and the visual inspection thereafter at intervals not to exceed 2,500 flight cycles or three years, whichever occurs first.

(2) For any reinforcement panel on which debonding is detected, and the total debonded area is less than or equal to 45% of the total area, and no contiguous debonded area on the panel is greater than 5% of the total area of the panel, repeat the sonic resonance inspection and the visual inspection thereafter at the interval specified in paragraph (b)(2)(i), (b)(2)(ii), or (b)(2)(iii), as applicable, of this AD.

(i) If the total debonded area on the panel is less than or equal to 10% of the total area, repeat the inspections of that panel thereafter at intervals not to exceed 2,500 flight cycles or 3 years, whichever occurs first.

(ii) If the total debonded area on the panel is greater than 10% and less than or equal to 30% of the total area, repeat the inspections of that panel thereafter at intervals not to exceed 2,000 flight cycles or 3 years, whichever occurs first.

(iii) If the total debonded area of the panel is greater than 30% and less than or equal to 45% of the total area, repeat the inspections of that panel thereafter at intervals not to exceed 1,000 flight cycles or 2 years, whichever occurs first.

(3) For any reinforcement panel on which debonding is detected, and the total debonded area of the panel is greater than 45% of the total area, or if any single debonded area on any single panel is greater than 5% of the total area of that panel, or if any panel fastener damage is detected, accomplish the actions specified in paragraphs (b)(3)(i) and (b)(3)(ii) of this AD.

(i) Prior to further flight, inspect the skin to determine the level of corrosion relative to the skin thickness in accordance with a method approved by either the Manager, International Branch, ANM–116, or the DGAC (or its delegated agent).

(A) If the depth of corrosion of the skin is less than or equal to 10% of the skin thickness, remove and replace the panel and treat the skin for corrosion, in accordance with the Accomplishment Instructions of Aerospatiale Corvette Service Bulletin 57–25, dated November 21, 1990.

(B) If the depth of corrosion of the skin exceeds 10% of the skin thickness, repair in accordance with a method approved by the Manager, International Branch, ANM–116, or in accordance with a method approved by the DGAC (or its delegated agent).

(ii) For airplanes on which the actions of paragraph (b)(3)(i)(A) of this AD have been accomplished: Within 8,300 flight cycles after accomplishment of paragraph (b)(3)(i)(A) of this AD, perform a sonic resonance inspection to detect debonding of the panel and a visual inspection to detect fatigue damage of the panel fasteners, in accordance with the Accomplishment Instructions of Aerospatiale Corvette Service Bulletin 57–24, Revision 1, dated May 30, 1994.

(A) If no debonding or fastener damage is found, repeat the inspection thereafter at intervals not to exceed 1,000 flight cycles.

(B) If any debonding or fastener damage is detected, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM–116, or in accordance with a method approved by the DGAC (or its delegated agent).

(c) 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. 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.

(d) 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.

Note 3: The subject of this AD is addressed in French airworthiness directive 91–045–010(B)R1, dated August 3, 1994.

Issued in Renton, Washington, on August 20, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–22961 Filed 8–26–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–ASO–14]

Proposed Establishment of Class D Airspace; Albemarle, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking

SUMMARY: This notice proposes to establish Class D airspace at Albemarle, NC. The North Carolina Air National Guard is installing a control tower at the Stanley County Airport. Class D surface area airspace is required when the control tower is open to accommodate current Standard Instrument Approach Procedures (SIAPs) and for Instrument Flight Rules (IFR) operations at the airport. This would establish Class D airspace extending upward from the surface to and including 3,100 feet MSL within a 3.9-mile radius of the Stanley County Airport. Control tower hours of operation are tentatively scheduled for 1300–2100, Tuesday through Saturday.

DATES: Comments must be received on or before September 28, 1998.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 98–ASO–14 Manager, Airspace Branch, ASO–520, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Regional Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305–5586.

FOR FURTHER INFORMATION CONTACT: Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5586.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be