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 adding a new airworthiness directive (AD) to read as follows:

98–09–09 Alexander Schleicher Segelflugzeugbau: Amendment 39–10489; Docket No. 97–CE–118–AD.

Applicability: Model ASH–26E sailplanes, all serial numbers, certificated in any category.

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 (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 within the next 6 calendar months after the effective date of this AD, unless already accomplished.

To prevent failure of the internal cooling system air fan caused by the impeller slipping, which could result in loss of compression and power and possible engine failure, accomplish the following:

(a) Replace the internal cooling air fan with a fan that incorporates Modification Kit R1K555A in accordance with Mid-West Engines Ltd. Service Bulletin No. 001, dated October 5, 1996, as referenced in Alexander Schleicher Technical Note No. 1, dated October 31, 1996.

Note 2: Modification Kit R1K555A includes the following provisions:

—A positive lock between the fan and spindle;
—A cable tie wrap for fan delivery duct sealing; and
—A smaller driven pulley on the fan spindle.

Note 3: Although not required by this AD, the FAA recommends accomplishing in-flight temperature checks of the internal cooling air fan during each flight until the modification required by paragraph (a) of this AD is incorporated. These in-flight temperature checks are specified in Alexander Schleicher Technical Note No. 1, dated October 31, 1996, and are required by German AD No. 97–009, dated January 30, 1997, for sailplanes on the German registry.

(b) 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.

(c) 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.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(d) Questions or technical information related to Alexander Schleicher Technical Note No. 1, dated October 31, 1996; and Mid-West Engines Ltd. Service Bulletin No. 001, dated October 5, 1996, should be directed to Alexander Schleicher Segelflugzeugbau, 6416 Poppenhausen, Wasserkuppe, Federal Republic of Germany; telephone: 49.6658.890 or 49.6658.8920; facsimile: 49.6658.8923 or 49.6658.8940. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(e) The replacement and modification required by this AD shall be done in accordance with Mid-West Engines Ltd. Service Bulletin No. 001, dated October 5, 1996, as referenced in Alexander Schleicher Technical Note No. 1, dated October 31, 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Alexander Schleicher Segelflugzeugbau, 6416 Poppenhausen, Wasserkuppe, Federal Republic of 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.

Note 5: The subject of this AD is addressed in German AD No. 97–009, dated January 30, 1997.

(f) This amendment becomes effective on June 1, 1998.

Issued in Kansas City, Missouri, on April 15, 1997.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–10593 Filed 4–23–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–CE–91–AD; Amendment 39–10490; AD 98–09–10]

RIN 2120–AA64

Airworthiness Directives; EXTRA Flugzeugbau GmbH Models EA–300 and EA–300S Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all EXTRA Flugzeugbau GmbH (EXTRA) Models EA–300 and EA–300S airplanes. This AD requires inspecting the rudder control cables to assure that correctly swaged Nicopress® type sleeves are installed at each end of the cables, and replacing any cable assembly where correctly swaged Nicopress® type sleeves are not installed. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by this AD are intended to prevent a control cable from pulling through an incorrectly swaged sleeve, which could result in loss of rudder control with consequent loss of control of the airplane.

DATES: Effective June 7, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 7, 1998.

ADDRESSES: Service information that applies to this AD may be obtained from EXTRA Flugzeugbau GmbH, Flugplatz Dinslaken, D–4224 Hünxe, Germany. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97–CE–91–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut Street, suite 900, Kansas City, Missouri 64106; telephone: (816) 426–6934; facsimile: (816) 426–2169.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to all EXTRA Models EA–300 and EA–300S airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on February 10, 1998 (63 FR 6689). The NPRM proposed to require inspecting the rudder control cables to assure that correctly swaged Nicopress® type sleeves are installed at each end of the cables, and replacing any cable assembly where correctly swaged Nicopress® type sleeves are not installed. Accomplishment of the proposed action as specified in the NPRM would be in accordance with EXTRA Service Bulletin No. 300–1–93, dated February 9, 1993, and Advisory Circular (AC) 43.13–1A, Acceptable Methods, Techniques and Practices. The proposed replacement would be required in accordance with the maintenance manual.

The NPRM was the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

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 the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 23 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 6 workhours per airplane to accomplish the actions required by this AD, and that the average labor rate is approximately $60 an hour. Parts cost approximately $500 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $19,780, or $860 per airplane.

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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

98–09–10 Extra Flugzeugbau GMBH: Amendment 39–10490; Docket No. 97–CE–91–AD.

Applicability: Models EA–300 and EA–300S airplanes, all serial numbers, 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 (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: To prevent a control cable from pulling through an incorrectly swaged sleeve, which could result in loss of rudder control with consequent loss of control of the airplane, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, inspect the rudder control cables to assure that correctly swaged Nicopress® type sleeves are installed at each end of the cables. Accomplish this inspection in accordance with EXTRA Service Bulletin No. 300–1–93, dated February 9, 1993, and Advisory Circular (AC) 43.13–1A, Acceptable Methods, Techniques and Practices.

(b) Prior to further flight after the inspection required by paragraph (a) of this AD, replace any cable assembly, where correctly swaged Nicopress® type sleeves are not installed, with cable assemblies that have correctly swaged Nicopress® type sleeves installed.

(1) Accomplish the replacement in accordance with the maintenance manual.

(2) Accomplish the installation in accordance with EXTRA Service Bulletin No. 300–1–93, dated February 9, 1993, and AC 43.13–1A, Acceptable Methods, Techniques and Practices.

(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 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 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) Questions or technical information related to EXTRA Service Bulletin No. 300–1–93 dated February 9, 1993, should be directed to EXTRA Flugzeugbau GmbH, Flugplatz Dinslaken, D–4224 Hünxe, Germany. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(f) The inspection and installation(s) required by this AD shall be done in accordance with EXTRA Service Bulletin No. 300–1–93 dated February 9, 1993. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from EXTRA Flugzeugbau GmbH, Flugplatz Dinslaken, D–4224 Hünxe, 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.

Note 3: The subject of this AD is addressed in German AD No. 93–081, dated March 15, 1993.

(g) This amendment becomes effective on June 7, 1998.

Issued in Kansas City, Missouri on April 15, 1998.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–10594 Filed 4–23–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–127–AD; Amendment 39–10498; AD 98–09–17]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 747–200F and –200C Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to all Boeing Model 747–200F and –200C series airplanes. This action requires repetitive inspections or a one-time inspection to detect cracking of certain areas of the upper deck floor beams; and corrective actions, if necessary. This amendment is prompted by reports indicating that fatigue cracks were found in the upper chord and web of upper deck floor beams. The actions specified in this AD are intended to prevent such fatigue cracking and the resultant failure of such floor beams. Failure of the floor beam could result in damage to critical flight control cables and wire bundles that pass through the floor beam, and consequent reduced controllability of the airplane; failure of the floor beam also could result in the failure of the adjacent fuselage frames and skin, and consequent rapid decompression of the airplane.

DATES: Effective May 11, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 11, 1998.

Comments for inclusion in the Rules Docket must be received on or before June 23, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–127–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. 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: Bob Breneman, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2776; fax (425) 227–1181.

SUPPLEMENTARY INFORMATION: The FAA has received two reports indicating that, during modification of Boeing Model 747–200F series airplanes, fatigue cracking was found in the upper chord and web of the upper deck floor beams at body stations (BS) 340, 360, 380, and 400. One of these airplanes had accumulated approximately 19,100 total flight cycles, and the other approximately 18,500 total flight cycles. In addition, cracks were found at BS 380 on a 747–200F series airplane that had accumulated 11,586 total flight cycles.

The subject cracking was found in the upper chord of the upper deck floor beams, at the fastener location common to the fuselage frame inner chord. Cracks in this location are not detectable by visual inspection until the crack propagates to the horizontal flange of the chord. Analysis has demonstrated that, when a crack of the upper chord reaches the horizontal flange, the crack would propagate extremely rapidly, allowing little time to detect the crack prior to complete failure of the upper chord.

The upper deck floor beams are attached to the adjacent fuselage frames and provide a significant contribution to the structural integrity of the flat-sided fuselage. These floor beams also contain critical flight control cables and wire bundles that originate from the flight deck and flight engineer's control panel. The subject upper deck floor beams are made from 7075-T6511 aluminum, which is less durable and more susceptible to fatigue cracking than 2024 aluminum, which is used on passenger airplanes.

Unsafe Conditions

Fatigue cracking of the upper chord and web, if not corrected could result in failure of the upper deck floor beams and consequent damage to critical flight control cables and wire bundles that pass through the floor beams. Such damage could lead to uncommanded input to flight controls and reduced controllability of the airplane.

In addition, because the subject fatigue cracking has been found at multiple adjacent floor beam locations, failure of one floor beam could precipitate the failure of adjacent floor beams. Failure of these floor beams could cause the failure of the adjacent fuselage frames and skin, which could result in rapid decompression of the airplane.

Similar Models

Boeing Model 747–200C series airplanes have the same upper deck floor beam configuration to that on the affected Model 747–200F series airplanes. Therefore, both of these models may be subject to the same unsafe condition.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 747–53A2420, dated March 26, 1998, which describes procedures for performing repetitive detailed visual inspections to detect cracks of the upper chord, web, and strap of the upper deck floor beams at BS 340 through BS 520 inclusive; and repair, if necessary. The alert service bulletin also describes procedures for a one-time open hole high frequency eddy current (HFEC) inspection to detect cracking at BS 340 through BS 420 inclusive, which would eliminate the need for the repetitive detailed visual inspections.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent reduced controllability of the airplane and/or rapid decompression of the airplane due to fatigue cracking in the upper deck floor beams. This AD requires accomplishment of the actions specified in the alert service bulletin described previously, except as provided below.

Differences Between Rule and Alert Service Bulletin

This AD differs from the alert service bulletin in the following three respects: