

# Rules and Regulations

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## DEPARTMENT OF AGRICULTURE

### Rural Utilities Service

#### 7 CFR Part 1700

#### General Information, Organization and Functions, and Loan Making Authority; Correction

**AGENCY:** Rural Utilities Service, USDA.

**ACTION:** Correcting amendments.

**SUMMARY:** This document contains corrections to the final rule which was published Thursday, April 2, 1998 (63 FR 16085). The rule related to internal agency management; primarily, agency functions and responsibilities and delegations of authority.

**DATES:** April 15, 1998.

**FOR FURTHER INFORMATION CONTACT:** F. Lamont Heppe, Jr., Director, Program Development and Regulatory Analysis, Rural Utilities Service, 1400 Independence Avenue, SW., STOP 1522, Room 4034, South Building, Washington, DC 20250-1522. Telephone: (202) 720-0736. Fax: (202) 720-4120. E-mail: fheppe@rus.usda.gov.

#### SUPPLEMENTARY INFORMATION:

##### Background

The final rule that is the subject of these corrections affects the internal management of the RUS telecommunications program. This rule reflected the recently approved reorganization of the RUS telecommunications program. The intended effect of this action was to provide efficient utilization of program personnel resources. The new organizational structure will be put into place in the near future. To better guide and assist the public, RUS is amending the rule to reflect the current rather than the newly approved organizational structure. Following the establishment of the new telecommunications program

organizational units, the public will be advised accordingly.

#### Need for Correction

As published, the final rule contains information that may be misleading and is in need of modification.

#### Correction of Publication

Accordingly, the publication on April 2, 1998, of the final rule, which was the subject of FR Doc. 98-8588, is corrected as follows:

##### § 1700.28 [Corrected]

**Paragraph 1.** On page 16086, in the third column, in § 1700.28, paragraph (b), in the first sentence after the heading, the word "Three" and the parenthetical phrase and commas "(Eastern, Northwest, and Southwest Areas)," are removed, and the first sentence is corrected to begin with the word "Area".

**Paragraph 2.** On page 16086, in the third column, in § 1700.28, paragraph (c), the heading is corrected to read "Staff offices", and paragraph (c) is corrected by adding to the end of the paragraph the following sentence: "The Advanced Telecommunications Services office prepares analyses of loan making activities and the business and regulatory environment of RUS borrowers and recommends policies and procedures."

##### § 1700.30 [Corrected]

**Paragraph 1.** On page 16087, in the first column, in § 1700.30, paragraph (b), the first sentence after the heading is corrected by removing the word "three".

Dated: April 10, 1998.

**Christopher A. McLean,**

*Acting Administrator, Rural Utilities Service.*  
[FR Doc. 98-10030 Filed 4-14-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-267-AD; Amendment 39-10284; AD 98-02-02]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 747 Series Airplanes Equipped With Pratt & Whitney JT9D-3 and -7 Series Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects erroneous references that appeared in airworthiness directive (AD) 98-02-02 that was published in the **Federal Register** on January 16, 1998 (63 FR 2593). The erroneous references resulted in incorrect citations of AD numbers. That AD is applicable to certain Boeing Model 747 series airplanes. It supersedes an existing AD to continue to require repetitive inspections for discrepancies of the forward engine mount bulkhead of the nacelle strut, and corrective actions, if necessary. That AD also continues to provide for an optional terminating action for the repetitive inspections. For certain airplanes, the AD adds various inspections to detect discrepancies in the forward engine mount bulkhead and chord, and in the forward lower spar web, and corrective actions, if necessary. The AD also adds an additional optional terminating action for the repetitive inspections.

**DATES:** Effective February 2, 1998.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of February 2, 1998 (63 FR 2593, January 16, 1998).

#### FOR FURTHER INFORMATION CONTACT:

Tamara L. Anderson, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2771; fax (425) 227-1181.

#### SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 98-02-02, amendment 39-10284, applicable to certain Boeing Model 747 series airplanes, was published in the **Federal**

**Register** on January 16, 1998 (63 FR 2593). That AD supersedes AD 82-22-02, amendment 39-4476 (47 FR 46842, October 21, 1982), to continue to require repetitive inspections for discrepancies of the forward engine mount bulkhead of the nacelle strut, and corrective action, if necessary. That AD also continues to provide for an optional terminating action for the repetitive inspections. For certain airplanes, that AD adds various repetitive inspections to detect discrepancies (i.e., cracks, damage, loose fasteners) in the forward engine mount bulkhead and in the forward lower spar web, and corrective actions, if necessary. For other airplanes, that AD adds a one-time inspection to detect stop drilled cracks of the exterior of the forward engine mount chord, and replacement of the chord with a new chord, if necessary. That AD also adds an additional optional terminating action for the repetitive inspections.

As published, AD 98-02-02 contained two erroneous references to previously issued AD's, one in paragraph (a) of the AD and the other in paragraph (b). Paragraph (a) of that AD identified the affected airplanes as, "For airplanes on which the terminating action specified in AD 80-03-09 \* \* \*." However, the correct AD number should have been specified as 80-03-09 R1. Paragraph (b) of that AD identified the affected airplanes as, "For airplanes on which only loose fasteners have been replaced as required by telegraphic AD T79-NW-21, amendment 39-3687." Paragraph (b) is a restatement of a NOTE specified in AD 82-22-02. The NOTE did not reference "amendment 39-3687," therefore, paragraph (b) should not reference it either.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective of this AD remains February 2, 1998.

#### **§ 39.13 [Corrected]**

On page 2595, in the first column, paragraph (a) of AD 98-02-02 is corrected to read as follows:

\* \* \* \* \*

(a) For airplanes on which the terminating action specified in AD 80-03-09 R1, amendment 39-3832, has been accomplished: Within 300 hours time-in-service after October 27, 1982 (the effective date of 82-22-02, amendment 39-4476), accomplish paragraphs (a)(1), (a)(2), and (a)(3) of this AD. Repeat the inspections thereafter at intervals not to exceed 4,000 flight hours, until accomplishment of the inspections

required by paragraphs (c)(1) and (c)(2) of this AD or the terminating action specified in paragraph (e) of this AD.

\* \* \* \* \*

On page 2595, in the second column, paragraph (b) of AD 98-02-02 is corrected to read as follows:

\* \* \* \* \*

(b) For airplanes on which only loose fasteners have been replaced as required by telegraphic AD T79-NW-21: Within 600 hours time-in-service after October 27, 1982, replace all fasteners in both rows of fasteners with new fasteners in accordance with one of the service bulletins listed below:

- Boeing Alert Service Bulletin 747-54A2069, Revision 2, dated February 1, 1980;
- Boeing Alert Service Bulletin 747-54A2069, Revision 3, dated May 23, 1980;
- Boeing Alert Service Bulletin 747-54A2069, Revision 4, dated November 26, 1980;
- Boeing Service Bulletin 747-54A2069, Revision 5, dated August 21, 1981;
- Boeing Alert Service Bulletin 747-54A2069, Revision 6, dated October 22, 1982;
- Boeing Service Bulletin 747-54A2069, Revision 7, dated July 28, 1988;
- Boeing Service Bulletin 747-54A2069, Revision 8, dated June 9, 1994; or
- Boeing Alert Service Bulletin 747-54A2069, Revision 9, dated May 29, 1997.

\* \* \* \* \*

Issued in Renton, Washington, on April 8, 1998.

**Darrell M. Pederson,**

*Acting Manager,*

*Transport Airplane Directorate,*

*Aircraft Certification Service.*

[FR Doc. 98-9876 Filed 4-14-98; 8:45 am]

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. 90-CE-65-AD; Amendment 39-10467; AD 98-08-18]

RIN 2120-AA64

#### **Airworthiness Directives; The New Piper Aircraft, Inc. Models PA-31, PA-31-300, PA-31-325, PA-31-350, and PA-31P Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes Airworthiness Directive (AD) 79-01-04, which currently requires repetitively inspecting the elevator bungee spring for cracks or surface deformities on certain Piper Aircraft Corporation (known currently as The New Piper Aircraft, Inc.) Model PA-31-350 airplanes, and replacing any elevator bungee spring with cracks or surface deformities. This AD retains the repetitive inspection and replacement requirements from AD 79-01-04 on The New Piper Aircraft, Inc. (Piper) Model PA-31-350 airplanes until an elevator bungee spring of improved design is installed, and requires these repetitive inspection and replacement requirements on certain other Piper PA-31 and PA-31P series airplanes not affected by AD 79-01-04. This AD also requires replacing the elevator bungee link with a link of improved design on all affected airplanes except for the Piper Model PA-31P airplanes, and repetitively replacing the elevator bungee spring on all affected airplanes. This AD results from reports of cracked elevator bungee springs on airplanes incorporating the older design elevator bungee spring that are not affected by AD 79-01-04, and by reports of cracked elevator bungee springs on airplanes that have improved design elevator bungee springs installed. The actions specified by this AD are intended to prevent failure of the elevator bungee spring, which could result in a reduction in elevator control and consequent loss of control of the airplane.

**DATES:** Effective May 26, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 26, 1998.

**ADDRESSES:** Service information that applies to this AD may be obtained from The New Piper Aircraft, Inc., Customer Services, 2926 Piper Drive, Vero Beach, Florida 32960. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket 90-CE-65-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:** William Herderich, Aerospace Engineer, Atlanta Certification Office, FAA, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6084; facsimile: (770) 703-6097.

**SUPPLEMENTARY INFORMATION:**