Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent failure of a flap system cable caused by fatigue, which could result in loss of control of the airplane, accomplish the following:

(a) Within the next 300 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished, perform the following in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Twin Commander Aircraft Corporation (Twin Commander) Mandatory Service Bulletin No. 226, dated April 14, 1997 (Revision No. 1 Release Date: July 15, 1997):

(1) Inspect all flap system cable grooves for the correct width;

(2) Inspect all flap system pulleys for rubbing on the support brackets;

(3) Inspect all flap pulley cable assemblies for frayed wires; and

(4) Mark pulleys that have been inspected and have the correct groove radius with two parallel lines as specified in the service bulletin.

Note 2: Revision No. 1 Release Date: July 15, 1997, of Twin Commander Mandatory Service Bulletin No. 226, specifies changes in the workhours necessary to accomplish this action and makes reference to a gauge that is available from the manufacturer for use in accomplishing the inspection.

(b) If any of the above discrepancies are found, prior to further flight after the inspections required by paragraph (a), including all subparagraphs, of this AD, rework or replace the affected part in accordance with Twin Commander Mandatory Service Bulletin No. 226, dated April 14, 1997 (Revision No. 1 Release Date: July 15, 1997).

(c) As of the effective date of this AD, no person may install a pulley that does not have the criteria presented in either paragraph (c)(1), (c)(2), or (c)(3) of this AD:

(1) A pulley that has been inspected, found acceptable, and marked with two parallel lines in accordance with paragraph (a), including all subparagraphs, of this AD;

(2) A pulley that has been reworked in accordance with an FAA-approved procedure and is marked ''SB 226''; or

(3) A new pulley that is marked ''SB 226–NEW''.

(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.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office (ACO), Northwest Mountain Region, FAA, 1601 Lind Avenue S.W., Renton, Washington 98055–4056.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(2) Alternative methods of compliance approved in accordance with AD 94–04–17 (superseded by this AD) are not considered approved as alternative methods of compliance for this AD.

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

(f) The inspections and replacements required by this AD shall be done in accordance with Twin Commander Mandatory Service Bulletin No. 226, dated April 14, 1997 (Revision No. 1 Release Date: July 15, 1997). 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 the Twin Commander Aircraft Corporation, 19003 59th Drive, NE, Arlington, Washington 98223–7832. 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.

(g) This amendment supersedes AD 94–04–17, Amendment 39–8837.

(h) This amendment becomes effective on May 29, 1998.

Issued in Kansas City, Missouri, on March 24, 1998.

Carolanne L. Cabrini,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–8579 Filed 4–3–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–95–AD; Amendment 39–10448; AD 98–07–26]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 767 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 certain Boeing Model 767 series airplanes. This action requires a detailed visual inspection(s) for damage or chafing of certain electrical wire bundles and for clearance between the wire bundles and adjacent forward galley air chiller; and follow-on corrective actions. This amendment is prompted by a report indicating that damaged wires caused the tripping of electrical circuit breakers and the display of caution messages by the engine indication and crew alerting system. The actions specified in this AD are intended to prevent failure of essential electrical systems and a potential fire hazard for passengers and crewmembers, due to damage or chafing of the wire bundles that resulted in arcing between exposed conductors and burning of the adjacent electrical bundles.

DATES: Effective April 21, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 21, 1998.

Comments for inclusion in the Rules Docket must be received on or before June 5, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–95–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: Elias Natsiopoulos, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–1279; fax (425) 227–1181.

SUPPLEMENTARY INFORMATION: The FAA has received a report indicating that, soon after takeoff on a Boeing Model 767 series airplane, the engine indication and crew alerting system (EICAS) displayed several caution messages and several circuit breakers tripped. After landing, the cabin crew reported smoke coming from the forward galley air chiller, located below the forward galley door under the floor.

The smoke was produced by burning electrical wires. Investigation revealed that approximately 30 wires were damaged in bundles W272, W656, W782, and W254, forward of the P37 panel, adjacent to the AE0218 disconnect panel, and above the aft side of the forward galley air chiller. Further investigation revealed that the wire bundles do not have protective taping or sleeves and that adequate clearance does not exist between the wire bundles and the adjacent chiller. As a result, during the removal or reinstallation of the forward galley air chiller, the wire bundles may become damaged or

chafed. When the insulation of the wire bundles is damaged or chafed, additional elements such as moisture, vibration, or conductive debris can result in arcing of the conductors.

These conditions, if not corrected, could result in burning of the damaged wires and the adjacent electrical wire bundles and consequent fire hazard for passengers and crewmembers, and failure of essential electrical systems.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Message Number M–7200–98–00140, dated January 11, 1998, which describes procedures for a detailed visual inspection(s) for damage or chafing of the electrical wire bundles located in the right-hand outboard electronics equipment bay and for adequate clearance between the wire bundles and adjacent forward galley air chiller; and follow-on corrective actions. Boeing Message Number M–7200–98–00140, dated January 11, 1998, also references Boeing Standard Wiring Practices Manual (SWPM) D6–54446, as an additional source of service information.

Explanation of the Requirement 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 arcing between exposed conductors, which could result in burning of the damaged wires and adjacent electrical bundles and consequent fire hazard for passengers and crewmembers, and failure of essential electrical systems. This AD requires accomplishment of the actions specified in the Boeing message described previously, except as discussed below.

Differences Between Rule and Service Bulletin

While the Boeing Message Number M–7200–98–00140 does not describe procedures for repetitive inspections, this AD requires repetitive inspections for certain inspection results. For these certain inspection results, the FAA is not proposing to mandate the installation of protective tape or a sleeve over the wire bundles for several reasons:

1. Accessing the wire bundles located forward of the P37 panel is easily accomplished.

2. The subject damage or chafing is easily detectable by means of a detailed visual inspection.

3. The failure of the wire bundles may adversely affect essential electrical systems; however, the detailed visual inspection will detect any damage or chafing of the wire bundles before they result in a hazardous condition.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES.** All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 98–NM–95–AD.'' The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a ''significant regulatory action'' under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from 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 the following new airworthiness directive:

98–07–26 Boeing: Amendment 39–10448. Docket 98–NM–95–AD.

Applicability: Model 767 series airplanes, line numbers 1 through 683 inclusive, equipped with forward galley air chillers; 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 (b) 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 arcing between exposed conductors, which could result in burning of the adjacent electrical bundles, failure of essential electrical systems, and consequent fire hazard for passengers and crewmembers, accomplish the following:

(a) Within 30 days after the effective date of this AD, perform a detailed visual inspection for damage or chafing of the electrical wiring bundles located forward of the P37 panel adjacent to the AE0218 disconnect panel, and for adequate clearance between the wire bundles and adjacent forward galley air chiller, in accordance with Boeing Message Number M–7200–98–00140, dated January 11, 1998.

Note 2: Boeing Message Number M–7200–98–00140, dated January 11, 1998, also references Boeing Standard Wiring Practices Manual D6–54446, as an additional source of service information.

(1) If no damage or chafing is detected and adequate clearance exists, accomplish either paragraph (a)(1)(i) or (a)(1)(ii) of this AD.

(i) Repeat the visual inspection required by paragraph (a) of this AD, thereafter, each time the forward galley air chiller is removed and reinstalled. Or

(ii) Prior to further flight, install protective tape or sleeve over the wire bundles, in accordance with Section 20–00–11 of the Boeing Standard Wiring Practices Manual. Operators shall use one of the following materials to protect the bundles: RT876 (sleeve), TFX–2X standard wall thickness (sleeve), P–440 (tape), Scotch 70 (tape), or CHR–A–2005 (tape).

(2) If no damage or chafing is detected and inadequate clearance exists, prior to further flight, modify the routing of the wire bundles in accordance with the Boeing message, and install protective tape or sleeve over the wire bundles in accordance with Section 20–00–11 of the Boeing Standard Wiring Practices Manual. Operators shall use one of the following materials to protect the bundles: RT876 (sleeve), TFX–2X standard wall thickness (sleeve), P–440 (tape), Scotch 70 (tape), or CHR–A–2005 (tape).

(3) If damage or chafing is detected and adequate clearance exists, prior to further flight, repair the wire bundles in accordance with Boeing message, and accomplish either paragraph (a)(3)(i) or (a)(3)(ii) of this AD.

(i) Repeat the visual inspection required by paragraph (a) of this AD, thereafter, each time the forward galley chiller is removed and reinstalled. Or

(ii) Prior to further flight, install protective tape or sleeve over the wire bundles in accordance with Section 20–00–11 of the Boeing Standard Wiring Practices Manual. Operators shall use one of the following materials to protect the bundles: RT876 (sleeve), TFX–2X standard wall thickness (sleeve), P–440 (tape), Scotch 70 (tape), or CHR–A–2005 (tape).

(4) If damage or chafing is detected and inadequate clearance exists, prior to further flight, repair and modify the routing of the wire bundles in accordance with the Boeing message, and install protective tape or sleeve over the wire bundles in accordance with Section 20–00–11 of the Boeing Standard Wiring Practices Manual. Operators shall use one of the following materials to protect the bundles: RT876 (sleeve), TFX–2X standard wall thickness (sleeve), P–440 (tape), Scotch 70 (tape), or CHR–A–2005 (tape).

(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, Seattle Aircraft Certification Office (ACO), FAA, Transport 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, Seattle ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle 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 inspections and modification shall be done in accordance with Boeing Message Number M–7200–98–00140, dated January 11, 1998. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. Copies may be inspected 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.

(e) This amendment becomes effective on April 21, 1998.

Issued in Renton, Washington, on March 27, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–8705 Filed 4–3–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 118

[T.D. 98–29]

RIN 1515–AC07

Centralized Examination Stations

AGENCY: Customs Service, Treasury.

ACTION: Final rule.

SUMMARY: This document amends the Customs Regulations regarding the establishment and scope of operation of Centralized Examination Stations (CESs). To reflect Customs interest in maximizing compliance with export control laws and regulations without unduly impeding the movement of outbound merchandise, the definition of a CES is expanded to allow merchandise intended to be exported as well as imported merchandise to be handled by a CES. The amendment allows outbound cargo to be inspected at CESs at ports other than the shipment's designated port of exit. Further, to make the CES application procedure more amenable to local conditions, this amendment provides CES applicants with more flexibility regarding the time frame to conform a facility to meet Customs security or other physical or equipment requirements. Lastly, this amendment removes one of the criteria on the application to operate a CES because Customs believes it is too subjective. These changes are made in order to keep the CES program responsive to both Customs and the trade community's demands for the facilitated examinations of trade merchandise.

DATES: Effective: May 6, 1998.

FOR FURTHER INFORMATION CONTACT:

For Policy Inquiries: Steven T. Soggin, Office of Field Operations, (202) 927–0765;

For Legal Inquiries: Jerry Laderberg, Office of Regulations and Rulings, Entry Procedures and Carriers Branch, (202) 927–2269.

SUPPLEMENTARY INFORMATION:

Background

In 1993, Customs amended the Customs Regulations to provide for the establishment, operation, and termination of Centralized Examination Stations (CESs). A CES is a privately-operated facility, not in the charge of a Customs officer, at which imported merchandise is made available to Customs officers for physical examination. Because merchandise intended to be *exported* is subject to examination, Customs wanted CESs to be authorized to provide inspectional facilities for this merchandise as well. Accordingly, on August 19, 1997, Customs published a Notice of Proposed Rulemaking in the **Federal Register** (62 FR 44102) that proposed to amend the Customs Regulations regarding the establishment and scope of operation of CESs.

In order to reflect Customs' interest in maximizing compliance with export control laws and regulations without unduly impeding the movement of outbound merchandise, the Notice proposed to expand the definition of a