

1. The authority citation for 7 CFR parts 273 and 274 continues to read as follows:

Authority: 7 U.S.C. 2011–2032.

PART 273—CERTIFICATION OF ELIGIBLE HOUSEHOLDS

2. In § 273.13, a new paragraph (a)(3)(vii) is added to read as follows:

§ 273.13 Notice of adverse action.

(a) * * *

(3) * * *

(vii) An EBT system-error has occurred during the redemption process, resulting in an out-of-balance settlement condition. The State agency shall adjust the benefit in accordance with § 274.12 of this chapter.

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3. In § 273.15, the fourth sentence of paragraph (k)(1) is revised and three new sentences are added after the fourth sentence to read as follows:

§ 273.15 Fair hearings.

* * * * *

(k) *Continuation of benefits.*

(1) * * * If the State agency action is upheld by the hearing decision, a claim against the household shall be established for all overissuances except in the case of an EBT adjustment, in which case another adjustment (debit) shall be made immediately to the household's account for the total amount erroneously credited when the fair hearing was requested. If there are no benefits remaining in the household's account at the time the State agency action is upheld, the State agency shall make the adjustment from the next month's benefits. If the household is no longer receiving benefits at the time of the fair hearing decision, the State agency is under no further obligation to recover the debt. An adjustment shall not be done if the affected retailer is no longer on the EBT system. * * *

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PART 274—ISSUANCE AND USE OF COUPONS

4. In § 274.12:

a. Paragraph (f)(4) is revised;

b. Paragraph (f)(7)(iii) is amended by removing the second sentence;

c. Paragraph (l) introductory text is redesignated as the first sentence of paragraph (l)(1) introductory text;

d. Paragraph (l)(1) introductory text is amended by redesignating the last sentence as the introductory text of paragraph (l);

e. Paragraph (l)(1)(iii) is revised;

f. Paragraphs (l)(2), (l)(3), (l)(4), and (l)(5) are redesignated as (l)(3), (l)(4), (l)(5), and (l)(6); and

g. A new paragraph (l)(2) is added. The revisions and additions read as follows:

§ 274.12 Electronic Benefit Transfer system issuance approval standards.

* * * * *

(f) *Household participation* * * *

(4) *Issuance of benefits.* State agencies shall establish an availability date for household access to their benefits and inform households of this date.

(i) The State agency may make adjustments to benefits posted to household accounts after the posting process is complete but prior to the availability date for household access in the event benefits are erroneously posted.

(ii) A State may make adjustments to an account after the availability date only to correct an auditable, out-of-balance settlement condition that occurs during the redemption process as a result of a system error.

(A) Adjustments shall be made no later than 5 business days after the out-of-balance condition occurred.

(B) Adjustments shall not be made against a future month's benefit. If there are sufficient benefits remaining to cover only part of the adjustment, the adjustment may be made with the remaining balance.

(C) The household must be given, at a minimum, adequate notice in accordance with § 273.13 of this chapter.

(D) Should the household dispute the adjustment, the benefits must be re-credited to the household's account pending resolution.

(E) Should a State agency wish to process an adjustment against future month benefits, such an action shall be in accordance with re-presentation procedures found in paragraph (l) of this section.

(iii) The appropriate management controls and procedures for accessing benefit accounts after the posting shall be instituted to ensure that no unauthorized adjustments are made in accordance with paragraph (f)(7)(iii) of this section.

* * * * *

(l) *Re-presentation* * * *

(1) * * *

(iii) The State agency may debit the benefit allotment of a household following the insufficient funds transaction in any amount which equals at least \$10 or up to 10% of the transaction. This amount will be deducted monthly until the total owed is paid. State agencies may opt to re-

present at a level that is less than the 10% maximum, however, this lesser amount must be applied to all households.

(2) When a system-error has resulted in an out-of-balance condition at settlement, and the State agency is unable to recover an erroneous credit as an adjustment, a re-presentation may be made as follows:

(i) the state agency shall debit the benefit allotment of a household monthly in an amount equal to at least \$10 or up to 10% of the allotment until the re-presentation is completely paid.

(ii) notice shall be provided prior to the month re-presentation occurs and shall state the amount of the reduction in the benefit allotment.

* * * * *

Dated: May 12, 1998.

George A. Braley,

Acting Administrator, Food and Nutrition Service.

[FR Doc. 98–13227 Filed 5–18–98; 8:45 am]

BILLING CODE 3410–30–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–CE–05–AD]

RIN 2120–AA64

Airworthiness Directives; Alexander Schleicher Segelflugzeugbau Model ASW–19 Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Alexander Schleicher Segelflugzeugbau (Alexander Schleicher) Model ASW–19 sailplanes. The proposed action would require inspecting the tow release cable guide fittings for the correct mounting, and, if the fittings are mounted in the front of the bulkhead, moving the fitting to the rear of the bulkhead. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by the proposed AD are intended to prevent premature release of the tow cable during take-off, which could result in loss of the sailplane.

DATES: Comments must be received on or before June 26, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation

Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-05-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Alexander Schleicher Segelflugzeugbau, 6416 Poppenhausen, Wasserkuppe, Federal Republic of Germany. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Kiesov, Project Officer, Sailplanes/Gliders, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

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 should 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 that summarizes 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 No. 98-CE-05-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, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-05-AD, Room 1558,

601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, notified the FAA that an unsafe condition may exist on certain Alexander Schleicher Model ASW-19 sailplanes. The LBA reports that some of the older Model ASW-19 sailplanes were designed with the tow release cable mounted on the front side of the bulkhead per the type design. The LBA has received reports of premature release during towing operations on these Model ASW-19 sailplanes. This inadvertent release is occurring when the tow release cable guide is properly adjusted in the rear position, but is secured to the front of the bulkhead.

This condition, if not corrected, could result in premature release of the sailplane's tow cable during take-off operations with a possible loss of sailplane controllability.

Relevant Service Information

Alexander Schleicher has issued Technical Note No. 18, dated July 3, 1984, which specifies procedures for inspecting the cable guide release fitting for the correct bulkhead mounting. If the cable guide release fitting is mounted on the front of the bulkhead, the service information specifies procedures for moving the cable guide release fitting to the rear of the bulkhead and then adjusting the cable's neutral travel.

The LBA classified this service bulletin as mandatory and issued German AD 84-115, dated July 16, 1984, in order to assure the continued airworthiness of these sailplanes in Germany.

The FAA's Determination

This sailplane model is manufactured in Germany 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 LBA has kept the FAA informed of the situation described above.

The FAA has examined the findings of the LBA; reviewed all available information, including the service information referenced above; and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Alexander Schleicher Model ASW-19 sailplanes of the same type design registered in the United States, the FAA is proposing AD action. The proposed AD would require inspecting the tow release cable guide fitting for the proper location on the bulkhead. If the cable guide release fitting is mounted on the front of the bulkhead, the proposed AD would require removing the cable guide release fitting, remounting it on the rear of the bulkhead, and adjusting the cable's neutral travel. Accomplishment of the proposed actions would be in accordance with Alexander Schleicher Technical Note No. 18, dated July 3, 1984.

Cost Impact

The FAA estimates that 100 sailplanes in the U.S. registry would be affected by the proposed AD.

Accomplishing the proposed inspection would take approximately 1 workhour per sailplane, at an average labor rate of approximately \$60 an hour. Based on these figures, the total cost impact of the proposed inspection on U.S. operators is estimated to be \$6,000, or \$60 per sailplane.

The proposed modification would take approximately 2 workhours, at an average labor rate of \$60 per hour. Parts cost approximately \$20 per sailplane. Based on these figures, the total cost impact of the proposed modification on U.S. operators is estimated to be \$14,000, or \$140 per sailplane.

Compliance Time

The compliance time of the proposed AD is in calendar time instead of hours time-in-service (TIS). The average monthly usage of the affected sailplane ranges throughout the fleet. For example, one owner may operate the sailplane 25 hours TIS in one week, while another operator may operate the sailplane 25 hours TIS in one year. In order to ensure that all of the owners/operators of the affected sailplane have inspected the mount location of the tow release cable guide fitting within a reasonable amount of time, the FAA is proposing a compliance time of 90 days.

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 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) 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 has been placed 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 a new airworthiness directive (AD) to read as follows:

Alexander Schleicher Segelflugzeugbau:
Docket No. 98-CE-05-AD.

Applicability: Model ASW-19 sailplanes, serial numbers 19001 through 19405, 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 (e) 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 90 days after the effective date of this AD, unless already accomplished.

To prevent premature release of the tow cable during take-off, which could result in loss of the sailplane, accomplish the following:

(a) Inspect the tow release cable guide fittings for front or rear mount on the bulkhead of the sailplane in accordance with the Actions section in Alexander Schleicher Technical Note (TN) No. 18, dated July 3, 1984.

Note 2: It is recommended that the maintenance manual pages called out in the INSTRUCTIONS section of Alexander Schleicher TN No. 18 be exchanged with the current pages in the maintenance manual.

(b) If the cable guide fitting is mounted on the front of the bulkhead, prior to further flight, remove the fitting and remount the cable guide fitting on the rear of the bulkhead in accordance with the Actions section in Alexander Schleicher TN No. 18, dated July 3, 1984.

(c) After remounting the cable fitting, prior to further flight, check the neutral travel of the cable and adjust if necessary, in accordance with the Actions section in Alexander Schleicher TN No. 18, dated July 3, 1984.

(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 sailplane 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, 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.

(f) Questions or technical information related to Alexander Schleicher Technical Note No. 18, dated July 3, 1984, 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 64106.

Note 4: The subject of this AD is addressed in German AD No. 84-115, dated July 16, 1984.

Issued in Kansas City, Missouri, on May 11, 1998.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-13198 Filed 5-18-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-78-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300-600 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 Airbus Model A300-600 series airplanes. This proposal would require repetitive inspections to detect cracking of the doubler angle and discrepancies of the fasteners that connect the doubler angle and the bottom panel of the center wing box, 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 detect and correct fatigue cracking in the doubler angle and discrepancies of the fasteners that connect the doubler angle and the bottom panel of the center wing box. Such cracking and discrepancies could result in reduced structural integrity of the airplane.

DATES: Comments must be received by June 18, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-78-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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, 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: