

could result in reduced sailplane controllability, accomplish the following:

(a) Within the next 3 calendar months after the effective date of this AD, accomplish the following:

(1) For Alexander Schleicher Model ASW-19 sailplanes, modify the rudder panel in accordance with the Instructions section in Alexander Schleicher ASW 19 Technical Note No. 2, dated September 6, 1976.

(2) For Alexander Schleicher Model ASK 21 sailplanes, replace the airbrake bellcrank with an airbrake bellcrank of improved design in accordance with the Action section, paragraphs 3.1, 3.2, and 3.3 in Alexander Schleicher ASW 21 Technical Note No. 20, dated October 16, 1987.

(3) For Alexander Schleicher Model ASK 21 sailplanes, modify the rear canopy hinge in accordance with the Action section, paragraph 4.2, in Alexander Schleicher ASW 21 Technical Note No. 20, dated October 16, 1987.

(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, Aircraft Certification Service, 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.

(d) Questions or technical information related to the service information referenced in this AD, should be directed to Alexander Schleicher Segelflugzeugbau, 6416 Poppenhausen, Wasserkuppe, Federal Republic of 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 64106.

(e) The modifications and replacement required by this AD shall be done in accordance with Alexander Schleicher ASW 19 Technical Note 2, dated September 6, 1976, and Alexander Schleicher ASK 21 Technical Note 20, dated October 16, 1987. 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 3: The subject of this AD is addressed in German AD No. 76-258, dated September

3, 1976, for the rudder panel condition; and German AD No. 88-2, dated January 1, 1988, for the airbrake bellcrank and the rear canopy hinge conditions.

(f) This amendment becomes effective on July 14, 1998.

Issued in Kansas City, Missouri, on May 22, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-14617 Filed 6-3-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-76-AD; Amendment 39-10559; AD 98-12-02]

RIN 2120-AA64

Airworthiness Directives; SOCATA Groupe Aerospatiale Model TBM 700 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain SOCATA Groupe Aerospatiale (SOCATA) Model TBM 700 airplanes. This AD requires inspecting the elevator trim tab fittings for cracks, and replacing any elevator trim tab found to have cracks. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France. The actions specified by this AD are intended to prevent cracks in the elevator trim tab fittings, which could result in separation of the elevator trim tab and loss of control of the airplane.

DATES: Effective July 17, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 17, 1998.

ADDRESSES: Service information that applies to this AD may be obtained from SOCATA Groupe Aerospatiale, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930-F65009 Tarbes Cedex, France; telephone: 33-5-62-41-76-52; facsimile: 33-5-62-41-76-54; or the Product Support Manager, SOCATA—Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone: (954) 893-1400; facsimile: (954) 893-1402. 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-76-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 certain SOCATA Model TBM 700 airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on February 12, 1998 (63 FR 7080). The NPRM proposed to require inspecting the elevator trim tab fittings for cracks using a dye penetrant method, and replacing any cracked elevator trim tab. Accomplishment of the proposed inspection and replacement would be in accordance with SOCATA TBM Aircraft Service Bulletin No. SB 70-079-55, dated April, 1996.

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

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given the three comments received from one commenter.

Comment No. 1: Number of Airplanes Affected

SOCATA Group Aerospatiale (SOCATA), which is the manufacturer of the affected airplanes, states that the applicability of the proposed action is wrong. The proposed action will not affect all of the Model TBM 700 airplanes, and that the only airplanes affected are those airplanes with serial numbers 83, and 93 through 109. SOCATA also states that its most current records show that there are only seven affected TBM 700 airplanes on the U.S. Registry instead of the 16 affected airplanes that the FAA estimates, which would reduce the cost impact projected in the NPRM.

The FAA concurs. Since publication of the proposed action, this information has become available to the FAA by way of the manufacturer. The final rule will be changed to reflect the above serial

numbers in the applicability section. The final rule will also be changed with respect to the cost impact estimate, thereby reducing the total cost impact on the owners/operators in the U.S. fleet.

Comment No. 2: Change in Cost of Parts

The manufacturer states that the cost of the elevator trim tab has changed from \$200 to \$2,100 because the trim tab fitting is built into a larger assembly. Removing just the cracked fitting from the elevator trim tab is impossible. Therefore, if cracks are found, the entire elevator trim tab assembly must be replaced.

The FAA concurs. The final rule will reflect the change in the cost of the elevator trim tab assembly and the cost impact paragraph to reflect more accurate numbers. If no cracks are found in the elevator trim tab fitting, it is unlikely that cracks will occur at a later time.

Comment No. 3: Wrong Telephone and Facsimile Numbers

SOCATA advises that the telephone and facsimile numbers published in the NPRM are wrong and should be changed accordingly. The FAA concurs and will change the telephone and facsimile numbers in the final rule.

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 the changes mentioned above and minor editorial corrections. The FAA has determined that these 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 7 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per airplane to accomplish the inspection, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$420, or \$60 per airplane, for the inspection only.

If cracks are found during the required inspection, parts cost approximately \$2,100 per airplane. The FAA is unable to determine which of the affected airplanes inspected would have cracks; therefore, the cost of the parts would only be incurred by an owner/operator if cracks were found

during the required inspection. The manufacturer has informed the FAA that one elevator trim tab assembly has been shipped to an owner/operator of one of the affected airplanes. The FAA is assuming that the assembly was installed. This would reduce the cost impact for the required inspection by \$60, from \$420 to \$360.

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:

98-12-02 SOCATA Groupe Aerospatiale:
Amendment 39-10559; Docket No. 97-CE-76-AD.

Applicability: Model TBM 700 airplanes, serial numbers 83, and 93 through 109, 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 (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 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent cracks in the elevator trim tab fitting, which could result in separation of the elevator trim tab and loss of control of the airplane, accomplish the following:

(a) Inspect the left- and right-hand elevator trim tab fittings for cracks using a dye penetrant aerosol method in accordance with the Accomplishment Instructions section in SOCATA TBM Aircraft Service Bulletin (SB) No. 70-079-55, dated April, 1996.

(b) If cracks are found, prior to further flight, replace the cracked part with one of improved design in accordance with the Accomplishment Instructions section in SOCATA TBM Aircraft SB No. 70-079-55, dated April, 1996.

(c) No person may install an elevator trim tab assembly manufactured between January 1, 1993 and February 29, 1996, on any SOCATA Model TBM 700 airplane.

(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, 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.

(f) Questions or technical information related to SOCATA TBM Aircraft SB No. 70-079-55, dated April, 1996, should be

directed to SOCATA Groupe AEROSPATIALE, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930—F65009 Tarbes Cedex, France; telephone (33) 62.41.73.00; facsimile 62.41.76.54; or the Product Support Manager, SOCATA—Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone (954) 964-6877; facsimile: (954) 964-1668. 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.

(g) The inspection and replacement required by this AD shall be done in accordance with SOCATA TBM Aircraft SB No. 70-079-55, dated April, 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 SOCATA Groupe AEROSPATIALE, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930—F65009 Tarbes Cedex, France; or the Product Support Manager, SOCATA—Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023. 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.

(h) This amendment becomes effective on July 17, 1998.

Issued in Kansas City, Missouri, on May 22, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-14615 Filed 6-3-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-129-AD; Amendment 39-10562; AD 98-12-06]

RIN 2120-AA64

Airworthiness Directives; Stemme GmbH & Co. KG Models S10 and S10-V Sailplanes.

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Stemme GmbH & Co. KG (Stemme) Models S10 and S10-V sailplanes. This AD requires replacing the fuel filter if it is contaminated, inserting a revision to the Limitations Section of the flight manual, and inspecting the engine valve shafts for

brownish-black sticky residue. If a residue is found on the valve shafts, this action will require cleaning the engine. 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 engine valve malfunction, which could cause engine failure during flight and loss of control of the sailplane.

DATES: Effective July 17, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 17, 1998.

ADDRESSES: Service information that applies to this AD may be obtained from Stemme GmbH & Co. KG, Gustav-Meyer-Allee 25, D-13355 Berlin, Federal Republic of 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-129-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. Mike Kiesov, Aerospace Engineer, 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:

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 certain Stemme Models S10 and S10-V sailplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on March 16, 1998 (63 FR 12706). The NPRM proposed to require replacing the fuel filter if contaminated, inserting a revision to the Limitations Section of the flight manual (FM), and inspecting the engine valve shafts for brownish-black sticky residue. If a residue is found on the valve shafts, the proposed action would require cleaning the engine. Accomplishment of the proposed insertion, inspection, and cleaning as specified in the NPRM would be in accordance with Stemme Service Bulletin No. A31-10-021, dated June 28, 1995, and Limbach Flugmotoren Technical Bulletin No. 47, dated June 28, 1995.

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 9 sailplanes in the U.S. registry will be affected by this AD, that it will take approximately 5 workhours per sailplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$30 per sailplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$2,970, or \$330 per sailplane.

Compliance Time of This AD

The compliance time of this AD is presented in calendar compliance time instead of hours time-in-service (TIS) because the average monthly usage of the affected sailplanes varies 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 assure that all of the affected sailplanes are in compliance within a reasonable amount of time, the FAA has determined a compliance time of 30 days after the effective date of this AD to insert the FM Limitations Section revision, and 60 days after the effective date of this AD to replace the fuel filter and inspect the engine is appropriate.

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