

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39****[Docket No. 98-NM-141-AD]****RIN 2120-AA64****Airworthiness Directives;  
Construcciones Aeronauticas, S.A.  
(CASA) Model C-212 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 all CASA Model C-212 series airplanes. This proposal would require repetitive visual inspections for damage or "electrical spark marks" on the cover plates for the fuel pumps, and corrective actions, if necessary. This proposal also would require modification of the fuel pump installation by incorporating a non-conductive film on the cover plate, which would constitute terminating action for this AD. 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 prevent electrical shorting between the fuel pump electrical connections and the fuel pump cover plate, which could result in the ignition of fuel vapor, and consequent fuel tank explosion/fire.

**DATES:** Comments must be received by August 10, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-141-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 Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. 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:****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 shall 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 summarizing 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 Number 98-NM-141-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, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-141-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

**Discussion**

The Dirección General de Aviación (DGAC), which is the airworthiness authority for Spain, notified the FAA that an unsafe condition may exist on all CASA Model C-212 series airplanes. The DGAC advises that an operator of this airplane model discovered "electrical spark marks" on several fuel pump cover plates, which indicated that electrical shorting was occurring. The main fuel pump cover plates had sustained the most damage, while the auxiliary fuel pump cover plates were only slightly damaged. The most severe damage involved the discoloration and deformation of the outer surface of the cover plate. Additionally, the isolated bushing for the positive screw was damaged, and "electrical spark marks" were also found between the positive screw and the fuel pump cartridge

surface. Since other airplanes of this type design that are equipped with this particular pump and cover may be subject to such damage, an inspection of the affected area is warranted. Such electrical shorting between the fuel pump electrical connections and the fuel pump cover plate, if not corrected, could result in the ignition of fuel vapor, and consequent fuel tank explosion/fire.

**Explanation of Relevant Service Information**

The manufacturer has issued CASA Maintenance Instructions COM 212-252, Revision 0, dated July 15, 1996. This document describes procedures for repetitive visual inspections for damage or "electrical spark marks" on the cover plates for the fuel pumps, and corrective actions, if necessary. The corrective actions include inspections for overheating of wires, and for additional "electrical spark marks" between the positive screw terminal and the surrounding cartridge or pump face body; and modification of the cover plate to incorporate a non-conductive film. Such modification would eliminate the need for the repetitive inspections described previously. Accomplishment of the actions specified in the maintenance instructions is intended to adequately address the identified unsafe condition. The DGAC classified these maintenance instructions as mandatory and issued Spanish airworthiness directive 10/96, dated November 5, 1996, in order to assure the continued airworthiness of these airplanes in Spain.

**FAA's Conclusions**

This airplane model is manufactured in Spain 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 DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

**Explanation of Requirements of Proposed Rule**

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require accomplishment of the actions specified

in the maintenance instructions described previously, except as discussed below.

### Differences Between Proposed Rule and Foreign AD

The proposed AD would differ from the parallel Spanish airworthiness directive in that the proposed AD would require the accomplishment of the terminating action for the repetitive inspections. The Spanish airworthiness directive provides for that action as optional.

Mandating the terminating action is based on the FAA's determination that long-term continued operational safety will be better assured by modifications or design changes to remove the source of the problem, rather than by repetitive inspections. The "electrical spark marks," which are the subject of the inspection required by the proposed AD, are indicative of previous electrical shorting, which in itself represents an immediate hazard because of the close proximity of fuel. Because the inspection technique does not allow detection of a discrepancy prior to the existence of an unsafe condition, repetitive inspections are not considered adequate for long-term continued operational safety.

### Cost Impact

The FAA estimates that 38 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 1 work hour per airplane to accomplish the proposed inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspection proposed by this AD on U.S. operators is estimated to be \$2,280, or \$60 per airplane.

It would take approximately 5 work hours per airplane to accomplish the proposed modification, at an average labor rate of \$60 per work hour. The cost of required parts would be minimal. Based on these figures, the cost impact of the modification proposed by this AD on U.S. operators is estimated to be \$11,400, or \$300 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

### 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 proposed regulation (1) is not a 'significant regulatory action' under Executive Order 12866; (2) is not a 'significant rule' under the 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 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, 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 the following new airworthiness directive:

**Construcciones Aeronauticas, S.A. (CASA):**  
Docket 98–NM–141–AD.

**Applicability:** All Model C–212 series airplanes, 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 (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 as indicated, unless accomplished previously.

To prevent electrical shorting between the fuel pump electrical connections and the fuel pump cover plate, which could result in the ignition of fuel vapor, and consequent fuel tank explosion/fire, accomplish the following:

(a) Within 100 flight hours after the effective date of this AD, perform a visual inspection for damage or "electrical spark marks" on the cover plates for the fuel pumps, in accordance with CASA Maintenance Instructions COM 212–252, Revision 0, dated July 15, 1996.

(1) If no damage or "electrical spark mark" is detected, repeat the visual inspection thereafter at intervals not to exceed 300 flight hours until the terminating action identified in paragraph (b) of this AD is accomplished.

(2) If any damage or "electrical spark mark" is detected on the cover plate, prior to further flight, inspect the wires for overheating damage and the positive screw terminal of the fuel pump for "electrical spark marks" between the positive screw terminal and the surrounding cartridge or the pump body face; replace any damaged wire with a new or serviceable wire, and accomplish paragraph (a)(2)(i) or (a)(2)(ii) of this AD, as applicable, in accordance with the maintenance instructions.

(i) If no "electrical spark mark" is detected between the positive screw terminal and the surrounding cartridge or pump body face, prior to further flight, modify the fuel pump installation by incorporating a non-conductive film on the cover plate. Accomplishment of this modification constitutes terminating action for the requirements of this AD.

(ii) If any "electrical spark mark" is detected between the positive screw terminal and the surrounding cartridge or the pump body face, prior to further flight, modify the fuel pump installation by installing a new fuel pump and incorporating a non-conductive film on the cover plate. Accomplishment of this modification constitutes terminating action for the requirements of this AD.

(b) Within 12 months after the effective date of this AD, inspect the wires for overheating damage and the positive screw terminal of the fuel pump for "electrical spark marks" between the positive screw terminal and the surrounding cartridge or the pump body face; replace any damaged wire with a new or serviceable wire, and accomplish paragraph (a)(2)(i) or (a)(2)(ii) of this AD, as applicable, in accordance with CASA Maintenance Instructions COM 212–252, Revision 0, dated July 15, 1996, even if no damage or "electrical spark mark" has been detected on the cover plate. Accomplishment of this modification constitutes terminating action for the requirements of this AD.

(c) 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, International Branch, ANM–116, 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, International Branch, ANM-116.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(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.

**Note 3:** The subject of this AD is addressed in Spanish airworthiness directive 10/96, dated November 5, 1996.

Issued in Renton, Washington, on July 1, 1998.

**S. R. Miller,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-18155 Filed 7-8-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF THE TREASURY

### 31 CFR Part 103

RIN 1506-AA22

#### **Financial Crimes Enforcement Network; Bank Secrecy Act Regulations; Suspicious Transaction Reporting by Casinos and Card Clubs; Open Working Meetings**

**AGENCY:** Financial Crimes Enforcement Network, Treasury.

**ACTION:** Meetings on proposed regulations.

**SUMMARY:** The Financial Crimes Enforcement Network ("FinCEN") will hold four working meetings to give interested persons the opportunity to discuss with Treasury officials issues regarding proposed Bank Secrecy Act regulations relating to suspicious transaction reporting by casinos and card clubs.

**DATES:** Meeting 1: July 14, 1998 from 9:00 a.m. to 12:30 p.m., New Orleans, LA.

Meeting 2: July 23, 1998 from 9:00 a.m. to 12:30 p.m., Chicago, IL.

Meeting 3: August 6, 1998 from 9:00 a.m. to 12:30 p.m., Scottsdale, AZ.

Meeting 4: September 9, 1998 from 9:00 a.m. to 12:30 p.m., New York, NY.

**ADDRESSES:** Meeting 1: The Westin Canal Place, 100 Rue Iberville, New Orleans, LA 70130.

Meeting 2: Holiday Inn, Chicago City Centre, 300 East Ohio Street, Chicago, IL 60611.

Meeting 3: Scottsdale Hilton, 6333 North Scottsdale Road, Scottsdale, AZ 85250.

Meeting 4: New York Hilton and Towers, 1335 Avenue of the Americas, New York City, NY 10019.

#### **FOR FURTHER INFORMATION CONTACT:**

About the proposed regulations: Len Senia, Senior Financial Enforcement Officer, FinCEN, at (703) 905-3931, or Cynthia Clark, Deputy Chief Counsel, FinCEN, at (703) 905-3758.

About meeting registration: Anna Fotias, Financial Crimes Policy Analyst, FinCEN, at (703) 905-3695.

**SUPPLEMENTARY INFORMATION:** On May 18, 1998, FinCEN issued proposed regulations (63 FR 27230) relating to suspicious transaction reporting by casinos and card clubs. The proposed regulations would require casinos and card clubs to report to the Treasury Department suspicious transactions involving at least \$3,000 in funds or other assets, relevant to a possible violation of law or regulation. The proposed regulations would also require casinos and card clubs to establish procedures designed to detect occurrences or patterns of suspicious transactions and would make certain other changes to the requirements that casinos maintain Bank Secrecy Act compliance programs.

FinCEN is announcing today that it will hold four meetings to discuss issues relating to the proposed regulations. Although persons attending the meetings are encouraged to discuss any of their comments, concerns, or suggestions about the proposed regulations, FinCEN hopes that the meetings will include discussion of the following matters: (1) the \$3,000 threshold for reporting suspicious transactions, (2) detecting suspicious transactions, (3) compliance program requirements for casinos and card clubs, and (4) specific areas in which additional guidance would be helpful.

The meetings are not intended as a substitute for FinCEN's request for written comments in the notice of proposed rulemaking published May 18, 1998. Rather, the meetings are intended to help make the comment process as productive as possible by providing a forum between the industry and FinCEN concerning issues relating to the proposed regulations. The meetings will be open to the public and will be recorded. A transcript of the meetings will be available for public inspection and copying. Accordingly, oral or written material not intended to be disclosed to the public should not be raised at the meetings.

Dated: July 2, 1998.

**Stephen R. Kroll,**

*Federal Register Liaison Officer, Financial Crimes Enforcement Network.*

[FR Doc. 98-18126 Filed 7-8-98; 8:45 am]

BILLING CODE 4820-03-P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 300

[FRL-6121-9]

#### **National Priorities List Update; Golden Strip Septic Tank Superfund Site**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice of Intent to Delete the Golden Strip Septic Tank Superfund Site from the National Priorities List (NPL).

**SUMMARY:** The United States Environmental Protection Agency (US EPA), Region 4, announces its intent to delete the Golden Strip Septic Tank Superfund Site from the National Priorities List (NPL) and requests public comment on this proposed action. The NPL constitutes Appendix B of 40 CFR part 300 which is the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), which EPA promulgated pursuant to Section 105 of the Comprehensive Environment Response, Compensation, and Liability Act (CERCLA) of 1980, as amended. EPA and the State of South Carolina Department of Health and Environmental Control (SCDHEC) have determined that all remedial action objectives have been met and the Site poses no significant threat to public health or the environment. Therefore, further remedial measures are not appropriate.

**DATES:** Comments concerning this Site may be submitted on or before August 10, 1998.

**ADDRESSES:** Comments may be mailed to: Craig Zeller, P.E., Waste Management Division—North Site Management Branch, U. S. Environmental Protection Agency, Region 4, 61 Forsyth St., SW, Atlanta, GA, 30303. You may also submit comments electronically, at the following Email Address, Zeller.Craig@EPAMail.EPA.gov.

Comprehensive information on this Site is available through the public docket, which is available for viewing at the Golden Strip Septic Tank Site information repositories at the following locations: