

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 removing amendment 39-10177 (62 FR 55726, October 28, 1997), and by adding a new airworthiness directive (AD), to read as follows:

Airbus Industrie: Docket 98-NM-187-AD. Supersedes AD 97-22-06, Amendment 39-10177.

Applicability: Model A300, A310, and A300-600 series airplanes on which Airbus Modification 11527 has not been accomplished; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (d) 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 corrosion of the ram air turbine (RAT) uplock pin/shaft and needle, which could result in failure of the RAT to deploy and consequent loss of emergency hydraulic power to the flight controls in the event that power is lost in both engines, accomplish the following:

Restatement of the Requirements of AD 97-22-06

(a) Within 30 months since the date of manufacture, or within 3 months after December 2, 1997 (the effective date of AD 97-22-06, amendment 39-10177), whichever occurs later: Accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD in accordance with Airbus Service Bulletin A300-29-0108, dated April 1, 1996 (for Model A300 series airplanes); A310-29-2076, dated April 1, 1996 (for Model A310 series airplanes); or A300-29-6037, dated April 1, 1996 (for Model A300-600 series

airplanes); as applicable. Thereafter, repeat these actions at intervals not to exceed 30 months.

(1) Perform a RAT extension test on the ground, in accordance with the procedures specified in the Maintenance Manual.

(2) Disassemble and remove the uplock mechanism of the RAT and perform a visual inspection of the uplock mechanism to detect corrosion, in accordance with the applicable service bulletin.

Note 2: For the purposes of this AD, the RAT uplock mechanism includes both the lever assembly and uplock unit.

(i) If no corrosion is detected: Prior to further flight, clean and lubricate the uplock mechanism and its associated parts, reinstall the assembly, and perform a retraction/extension/retraction of the RAT, in accordance with the applicable service bulletin.

(ii) If any corrosion is detected in any part of the uplock mechanism, prior to further flight, accomplish either paragraph (a)(2)(ii)(A) or (a)(2)(ii)(B) of this AD in accordance with the applicable service bulletin.

(A) Replace the uplock mechanism with a new part and perform a retraction/extension/retraction of the RAT, in accordance with the applicable service bulletin. Or

(B) Clean and lubricate the uplock mechanism and its associated parts. Within 30 days following accomplishment of this cleaning and lubrication, replace the uplock mechanism with a new part and perform a retraction/extension/retraction of the RAT.

(b) Initial accomplishment of the actions required by paragraph (a) of this AD that have been performed in accordance with Airbus All Operator Telex 29-16, Revision 01, dated January 10, 1996, is considered acceptable for compliance with the initial RAT extension test and an initial visual inspection as required by paragraph (a) of this AD. However, the first repetitive inspection, as required by paragraph (a) of this AD, must be performed within 30 months after that RAT extension test and visual inspection were conducted, and repeated thereafter at intervals not to exceed 30 months.

New Requirements of this AD

(c) Within 30 months after the effective date of this AD, modify the RAT unlocking control unit in accordance with Airbus Service Bulletin A300-29-0109 (for Model A300 series airplanes); A310-29-2077 (for Model A310 series airplanes); or A300-29-6038 (for Model A300-600 series airplanes); all dated January 27, 1997; as applicable. Accomplishment of this modification constitutes terminating action for the repetitive test and inspection requirements of this AD.

(d) 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(e) 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 4: The subject of this AD is addressed in French airworthiness directive 95-163-182(B)R3, dated May 7, 1997.

Issued in Renton, Washington, on August 7, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-21715 Filed 8-12-98; 8:45 am]

BILLING CODE CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-NM-235-AD]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model Avro 146-RJ85A and RJ100A 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 British Aerospace Model Avro 146-RJ85A and RJ100A series airplanes. This proposal would require a one-time inspection for evidence of machining (undercutting) into the web of the integral stringers of the bottom skin of the wings, 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 prevent reduced wing strength and stiffness, and the onset of premature fatigue cracking, which could result in reduced structural integrity of the airplane.

DATES: Comments must be received by September 14, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-235-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 AI(R) American Support, Inc., 13850 Mclearen Road, Herndon, Virginia 20171. 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-235-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-235-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, notified the FAA that an unsafe condition may exist on certain British Aerospace Model Avro 146-RJ85A and RJ100A series airplanes. The CAA advises that, during the production of certain airplanes, the web of the integral stringers of the bottom skin of the wings may have been produced with unnecessary undercuts. These unnecessary undercuts may have undersized all the webs of the integral stringers between ribs 2 to 18. This condition, if not corrected, could result in reduced wing strength and stiffness, and the onset of premature fatigue cracking, which could result in reduced structural integrity of the airplane.

Explanation of Relevant Service Information

The manufacturer has issued British Aerospace Service Bulletin SB.57-55, dated April 27, 1998, which describes procedures for a one-time detailed visual inspection for evidence of machining (undercutting) into the web of the integral stringers, between ribs 2 and 18, of the bottom skin of the wings, and corrective actions, if necessary. The corrective actions include measuring the web of the integral stringers if any machining (undercutting) is detected, and repair, if necessary. Accomplishment of the action specified in the service bulletin is intended to adequately address the identified unsafe condition. The CAA classified this service bulletin as mandatory to assure the continued airworthiness of these airplanes in the United Kingdom.

FAA's Conclusions

This airplane model is manufactured in the United Kingdom 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 CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, 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 service bulletin described previously, except as described below.

Differences Between Proposed Rule and Service Bulletin

Operators should note that, although the service bulletin specifies that the manufacturer may be contacted for disposition of certain machining (undercutting) conditions, this proposal would require the repair of those conditions to be accomplished in accordance with a method approved by either the FAA, or the CAA (or its delegated agent). In light of the type of repair that would be required to address the identified unsafe condition, and in consonance with existing bilateral airworthiness agreements, the FAA has determined that, for this proposed AD, a repair approved by either the FAA or the CAA would be acceptable for compliance with this proposed AD.

Cost Impact

The FAA estimates that 5 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 16 work hours per airplane to accomplish the proposed inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$4,800, or \$960 per airplane.

The cost impact figure discussed above is 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:

British Aerospace Regional Aircraft

(Formerly British Aerospace Regional Aircraft Limited, Avro International Aerospace Division; British Aerospace, PLC; British Aerospace Commercial Aircraft Limited): Docket 98—NM—235—AD.

Applicability: Model Avro 146—RJ85A and RJ100A series airplanes, as listed in British Aerospace Service Bulletin SB.57—55, dated April 27, 1998, 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 reduced wing strength and stiffness, and the onset of premature fatigue cracking, which could result in reduced

structural integrity of the airplane, accomplish the following:

(a) Within 6 months after the effective date of this AD, perform a one-time detailed visual inspection for evidence of machining (undercutting) into the web of the integral stringers of the bottom skin of the wings, in accordance with British Aerospace Service Bulletin SB.57—55, dated April 27, 1998.

(1) If no machining into the web is detected, no further action is required by this AD.

(2) If any machining into the web is detected, prior to further flight, measure the thickness of the web of the integral stringer in accordance with the service bulletin.

(i) If the web thickness is 0.099 inch or more, no further action is required by this AD.

(ii) If the web thickness is less than 0.099 inch, prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM—116, FAA, Transport Directorate, or the Civil Aviation Authority (or its delegated agent).

(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, International Branch, ANM—116. 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.

(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.

Issued in Renton, Washington, on August 7, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98—21714 Filed 8—12—98; 8:45 am]

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[REG—251698—96]

RIN 1545—AU77

S Corporation Subsidiaries; Hearing

AGENCY: Internal Revenue Service, Treasury.

ACTION: Notice of public hearing on proposed regulations.

SUMMARY: This document provides notice of a public hearing on proposed

regulations relating to the treatment of corporate subsidiaries of S corporations. In addition, this document announces that persons wishing to testify who are outside the Washington, DC area, will be able to make their presentations from one of two Internal Revenue Service remote teleconference sites.

DATES: The public hearing will be held on Wednesday, September 9, 1998, beginning at 1:00 p.m. (EDT). Requests to speak and outlines of oral comments must be received by Wednesday, August 20, 1998.

ADDRESSES: The public hearing will be held in room 3411, Internal Revenue Building, 1111 Constitution Avenue, NW, Washington, DC. The addresses of the remote teleconference sites are listed below under Supplementary Information.

FOR FURTHER INFORMATION CONTACT: Mike Slaughter of the Regulations Unit, Assistant Chief Counsel (Corporate), (202) 622—7180 (not a toll-free number).

SUPPLEMENTARY INFORMATION: The subject of the public hearing is proposed regulations under section 1308 of the Internal Revenue Code. These proposed regulations appeared in the **Federal Register** (63 FR 19864) on Wednesday, April 22, 1998.

The hearing will be held in room 3411 of the Internal Revenue Building, 1111 Constitution Avenue, NW, Washington, DC, and in two teleconference sites listed below:

Federal Building, 5th Floor, Room 5003, 300 N. Los Angeles Street, Los Angeles, California
Robert A. Young Building, 2nd Floor, Conference Room, 1222 Spruce Street, St. Louis, MO 63103

The rules of § 601.601 (a)(3) of the "Statement of Procedural Rules" (26 CFR part 601) shall apply with respect to the public hearing. Persons who have submitted written comments within the time prescribed in the notice of proposed rulemaking and who also desire to present oral comments at the hearing on the proposed regulations should submit not later than Wednesday, August 20, 1998, an outline of the oral comments/testimony to be presented at the hearing and the time they wish to devote to each subject.

Each speaker (or group of speakers representing a single entity) will be limited to 10 minutes for an oral presentation exclusive of the time consumed by the question from the panel for the government and answers to these questions.

Because of controlled access restriction, attendees cannot be admitted beyond the lobby of the