

TABLE II

Variety	Regulation period	Minimum Grade	Minimum diameter (Inches)
(1)	(2)	(3)	(4)
* Tangerines	*	*	*
* Fallglo	On and after 10/1/98	U.S. No. 1	2 ⁶ / ₁₆
*	*	*	*

* * * * *

Dated: August 26, 1998.

Robert C. Keeney,*Deputy Administrator, Fruit and Vegetable Programs.*

[FR Doc. 98-23513 Filed 9-1-98; 8:45 am]

BILLING CODE 3410-02-P

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

[Docket No. 98-CE-34-AD]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Model 2000 Airplanes**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 Raytheon Aircraft Company (Raytheon) Model 2000 airplanes (commonly referred to as Beech Model 2000 airplanes). The proposed AD would require inspecting the stainless steel fuel line, part number (P/N) 3035737, for chafing against the power lever bracket, P/N 122-940028-1. The proposed AD is the result of a routine inspection of an in-service airplane where chafing on the stainless steel fuel line was noted. Inspections of other aircraft revealed similar chafing. The actions specified by the proposed AD are intended to prevent fuel line chafing caused by interference with the power lever bracket, which could result in fuel leakage and cause a fire in the engine compartment.

DATES: Comments must be received on or before October 30, 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-34-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 Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Randy Griffith, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4145; facsimile: (316) 946-4407.

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-34-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-34-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA received a field report that a Raytheon Model 2000 airplane had chafed fuel lines. The chafing is caused by the fuel line rubbing against the power lever bracket on each engine. Inspection of other aircraft revealed similar chafing.

Relevant Service Information

Raytheon has issued Mandatory Service Bulletin SB.28-3104, Issued: September, 1997, which specifies procedures for inspecting the stainless steel fuel line for chafing and proper clearance between the fuel line and the power lever bracket. If there are signs of chafing, the service bulletin specifies replacing the fuel line and modifying the power lever bracket to provide the necessary clearance to prevent chafing.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, including the referenced service information, the FAA has determined

that AD action should be taken to prevent fuel line chafing caused by interference with the power lever bracket, which could result in fuel leakage and cause a fire in the engine compartment.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Raytheon Model 2000 airplanes of the same type design, the proposed AD would require inspecting each engine fuel line, part number (P/N) 3035737, for chafing and correct clearance between the fuel line and the power lever bracket, P/N 122-940028-1. If chafing is found, the proposed AD would require replacing the fuel line with a new fuel line and modifying the power lever bracket to provide the clearance needed between the fuel line and the power lever bracket to prevent chafing.

Cost Impact

The FAA estimates that 49 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 4 workhours per airplane to accomplish the proposed action and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$465 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$34,545, or \$705 per airplane.

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:

Raytheon Aircraft Company (Type Certificate No. A38CE formerly held by the Beech Aircraft Corporation): Docket No. 98-CE-34-AD.

Applicability: Model 2000 airplanes, serial numbers NC-4 through NC-53, 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 as indicated in the body of this AD, unless already accomplished.

To prevent fuel line chafing caused by interference with the power lever bracket, which could result in fuel leakage and cause a fire in the engine compartment, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, inspect the engine stainless steel fuel line, part number (P/N) 3035737, for evidence of chafing and a minimum clearance of .06-inch between the fuel line and power lever bracket, P/N 122-940028-1. Accomplish this inspection in accordance with the Accomplishment Instructions section of Raytheon Mandatory Service Bulletin SB.28.3104, Issued: September, 1997.

(b) If chafing is evident on the fuel line, prior to further flight, replace the fuel line with a new fuel line and modify the power

lever bracket in accordance with the Accomplishment Instructions section of Raytheon Mandatory Service Bulletin SB.28.3104, Issued: September, 1997.

(c) If the clearance between the fuel line and the power lever bracket is less than .06-inch, prior to further flight, modify the power lever bracket in accordance with the Accomplishment Instructions section of Raytheon Mandatory Service Bulletin SB.28.3104, Issued: September, 1997.

(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 times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(f) All persons affected by this directive may obtain copies of the document referred to herein upon request to Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; or may examine this document at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on August 27, 1998.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-23618 Filed 9-1-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-ANE-57]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT9D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to Pratt & Whitney JT9D series turbofan engines, that currently requires installing an improved design turbine exhaust case (TEC) with a thicker containment wall,