

have been suspended for a number of years. Market conditions in the Order 106 marketing area indicate that there should be sufficient amounts of milk available in the local area to meet the fluid needs of the order for the requested time period. Therefore, supplemental milk supplies should not be needed.

Accordingly, the suspension is found to be necessary for the purposes of assuring that producers' milk will not have to be moved in an inefficient manner and to assure that producers whose milk has long been associated with the Southwest Plains marketing area will continue to benefit from pooling and pricing under the order.

After consideration of all relevant material, including the proposal in the notice, the comment received, and other available information, it is hereby found and determined that for the months of September 1, 1998, through August 31, 1999, the following provisions of the order do not tend to effectuate the declared policy of the Act:

In § 1106.6, the words "during the month".

In § 1106.7(b)(1), beginning with the words "of February through August" and continuing to the end of the paragraph.

In § 1106.13, paragraph (d)(1) in its entirety.

It is hereby found and determined that thirty days' notice of the effective date hereof is impractical, unnecessary and contrary to the public interest in that:

(a) The suspension is necessary to reflect current marketing conditions and to assure orderly marketing conditions in the marketing area, in that such rule is necessary to permit the continued pooling of the milk of dairy farmers who have historically supplied the market without the need for making costly and inefficient movements of milk;

(b) This suspension does not require of persons affected substantial or extensive preparation prior to the effective date; and

(c) Notice of proposed rulemaking was given interested parties and they were afforded opportunity to file written data, views or arguments concerning this suspension. One comment supporting the suspension was received.

Therefore, good cause exists for making this order effective less than 30 days from the date of publication in the **Federal Register**.

List of Subjects in 7 CFR Part 1106

Milk marketing orders.

For the reasons set forth in the preamble, 7 CFR part 1106 is amended as follows:

PART 1106—MILK IN THE SOUTHWEST PLAINS MARKETING AREA

1. The authority citation for 7 CFR part 1106 continues to read as follows:

Authority: 7 U.S.C. 601–674.

§ 1106.6 [Suspended in part]

2. In § 1106.6, the words "during the month" are suspended.

§ 1106.7 [Suspended in part]

3. In § 1106.7 paragraph (b)(1), the words beginning with "of February through August" and continuing to the end of the paragraph are suspended.

§ 1106.13 [Suspended in part]

4. In § 1106.13, paragraph (d)(1) is suspended in its entirety.

Dated: August 27, 1998.

Richard M. McKee,

Deputy Administrator, Dairy Programs.

[FR Doc. 98–23710 Filed 9–2–98; 8:45 am]

BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–CE–64–AD; Amendment 39–10729; AD 98–18–13]

RIN 2120–AA64

Airworthiness Directives; SOCATA—Groupe AEROSPATIALE Models TB20 and TB21 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) Models TB20 and TB21 airplanes. This AD requires repetitively inspecting the main landing gear (MLG) attachment bearing (using a dye penetrant method) for cracks, and if cracks are found, replacing the bearing. 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 detect and correct cracks in the MLG attachment bearing, which could result in collapse of the main landing gear during taxi and landing operations.

DATES: Effective October 24, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 24, 1998.

ADDRESSES: Service information that applies to this AD may be obtained from the SOCATA—Groupe AEROSPATIALE, Socata Product Support, Aerodrome Tarbes-Ossun-Lourdes, B P 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) 964–6877; facsimile: (954) 964–1668. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 95–CE–64–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 Models TB20 and TB21 airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on June 26, 1998 (63 FR 34830). The NPRM proposed to require repetitively inspecting (using a dye penetrant method) for cracks on the MLG attachment bearing. If cracks are found, the NPRM proposed to require replacing the cracked attachment bearing. Accomplishment of the proposed actions as specified in the NPRM would be in accordance with Socata Service Bulletin No. SB 10–080 57, Amdt. 2, dated November 1995.

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. 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 199 airplanes in the U.S. registry will be affected by this AD.

Accomplishing the inspection will take approximately 4 workhours per airplane, and the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the inspection on U.S. operators is estimated to be \$47,760, or \$240 per airplane.

The replacement will take approximately 1 workhour to replace the bearing, if necessary, at an average labor rate of \$60 per hour. Parts cost approximately \$800 per airplane. Based on these figures, the total cost impact of the modification on U.S. operators is estimated to be \$171,140, or \$860 per airplane.

The FAA has no way to determine the number of repetitive inspections that will be incurred over the life of the airplane.

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:

98-18-13 Socata—Groupe Aerospatiale: Amendment 39-10729; Docket No. 95-CE-64-AD.

Applicability: Models TB20 and TB21 airplanes, serial numbers 1 through 9999, 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 in the body of this AD, unless already accomplished.

To detect and correct cracks in the main landing gear (MLG) attachment bearing, which could result in collapse of the MLG during taxi and landing operations, accomplish the following:

Note 2: The compliance times of this AD are presented in landings instead of hours time-in-service (TIS). If the number of landings is unknown, hours TIS may be used by multiplying the number of hours TIS by 1.5.

(a) Upon the accumulation of 6,000 landings, upon the accumulation of 4,000 hours total TIS, or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, inspect (with a dye penetrant method) the main landing gear (MLG) attachment bearing for cracks in accordance with the Accomplishment Instructions in SOCATA Service Bulletin (SB) No. SB 10-080 57, Amdt. 2, dated November 1995;

(1) If no cracks are found, continue to inspect the MLG attachment bearing for cracks at intervals not to exceed 1,500 landings or 1,000 hours TIS, whichever occurs later, until cracks are found, in accordance with the Accomplishment Instructions in the SOCATA SB No. SB 10-080 57, Amdt. 2, dated November 1995;

(2) If cracks are found in the MLG attachment bearing during any inspection required by this AD, prior to further flight, replace the MLG attachment bearing in accordance with the Accomplishment Instructions in the SOCATA SB No. SB 10-080 57, Amdt. 2, dated November 1995; and,

(3) Upon the accumulation of 6,000 landings or 4,000 hours TIS after the date of any MLG attachment bearing replacement, whichever occurs later, and thereafter at intervals not to exceed 1,500 landings or 1,000 hours TIS, inspect the MLG attachment bearing for cracks as specified in paragraph (a) of this AD.

(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 airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the initial or repetitive compliance times 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.

(d) Questions or technical information related to Socata Service Bulletin No. SB 10-080 57, Amdt. 2, dated November 1995, should be directed to the SOCATA—Groupe AEROSPATIALE, Socata Product Support, Aerodrome Tarbes-Ossun-Lourdes, B P 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) 893-1160; facsimile: (954) 964-4141. 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 inspections and replacement required by this AD shall be done in accordance with Socata Service Bulletin No. SB 10-080 57, Amdt. 2, dated November 1995. 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, Tarbes-Ossun-Lourdes, B P 930, 65009 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.

Note 4: The subject of this AD is addressed in French AD 94-266(A)R2, dated December 6, 1995.

(f) This amendment becomes effective on October 24, 1998.

Issued in Kansas City, Missouri, on August 25, 1998.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-23394 Filed 9-2-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-230-AD; Amendment 39-10731; AD 98-18-15]

RIN 2120-AA64

Airworthiness Directives; Gulfstream Model G-V Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Gulfstream Model G-V series airplanes. This action requires a one-time inspection to measure the clearance between a certain wiring harness and the crew oxygen bottle; corrective actions, if necessary; and eventual relocation of the crew oxygen bottle and rework of the lines and tubing associated with the crew and passenger oxygen bottles. This amendment is prompted by a report indicating that interference between the wiring harness and the crew oxygen bottle was found on a production airplane. The actions specified in this AD are intended to prevent chafing of the wiring harness against the crew oxygen bottle, which could result in electrical shorting and possible fire in the underfloor structure of the airplane.

DATES: Effective September 18, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 18, 1998.

Comments for inclusion in the Rules Docket must be received on or before November 2, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-230-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Gulfstream Aerospace Corporation, P.O. Box 2206, M/S D-10, Savannah, Georgia 31402-9980. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Neil Berryman, Aerospace Engineer, Systems and Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6066; fax (770) 703-6097.

SUPPLEMENTARY INFORMATION: The FAA has received a report indicating that interference between a certain wiring harness and the crew oxygen bottle was observed on several production Gulfstream Model G-V series airplanes. Wiring contained in the affected harness, which is located beneath floor board 4C, includes the fuel boost pump power, ground service bus battery power, and three-phase alternating current power for the right battery charger. Interference between the wiring harness and the crew oxygen bottle could result in chafing of the electrical wires and consequent electrical shorting. Due to the proximity of the wiring harness to the oxygen bottle, such electrical shorting, if not prevented, could result in a fire in the underfloor structure of the airplane.

Gulfstream has inspected approximately 10 to 12 in-house airplanes to measure clearance between the wiring harness and crew oxygen bottle. These inspections revealed that, on certain airplanes, the lack of clearance had been detected during production and protective Teflon sheeting had been installed to prevent chafing. In some cases, evidence of chafing of the Teflon sheeting was observed. However, no chafing of wiring has been detected. It is unknown how many airplanes already have such protective sheeting installed.

Explanation of Relevant Service Information

The FAA has reviewed and approved Gulfstream Aerospace G-V Alert Customer Bulletin No. 4A, dated July 8, 1998, as revised by Gulfstream Aerospace G-V Alert Customer Bulletin No. 4A, Amendment 1, dated August 10, 1998. That alert customer bulletin and amendment describe procedures for a one-time visual inspection to measure the clearance between the wiring harness located beneath floor board 4C and the crew oxygen bottle and bottle mounting structure, and corrective actions, if necessary. The corrective actions include inspections for chafing of the wiring; repair of any damaged wiring in accordance with instructions provided by Gulfstream Technical Services; and installation of temporary protective Teflon sheeting, if not already installed, to prevent contact between the wiring harness and oxygen bottle. The alert customer bulletin and amendment reference Gulfstream Aircraft Service Change (ASC) No. 059A, dated August 3, 1998, as an additional source of service information. That ASC describes, among other things, procedures for permanent relocation of the crew oxygen bottle and rework of the lines and tubing associated with the crew and passenger oxygen bottles. Accomplishment of the actions specified in the alert customer bulletin and amendment is intended to adequately address the identified unsafe condition.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent chafing of a wiring harness against the crew oxygen bottle, which could result in electrical shorting and possible fire in the underfloor structure of the airplane. This AD requires accomplishment of the actions specified in the alert customer bulletin and amendment described previously, except as discussed below.

Differences Between This AD and the Alert Customer Bulletin and Amendment

Operators should note that, although the alert customer bulletin and amendment specify that the manufacturer may be contacted for disposition of repair conditions, this AD requires the repair of those conditions to be accomplished in accordance with a method approved by the FAA.