

based on the 185 percent of poverty criterion.

* * * * *

(ii) *Stability allocation.* To the extent funds are available, each State agency shall receive a stability allocation equal to its final authorized grant level as of September 30 of the prior fiscal year. If funds are not available to provide all State agencies with their full stability allocation, all State agencies shall have their full stability allocation reduced by a pro-rata share as required by the short fall of available funds.

(iii) *Inflation/fair share allocation.* (A) If funds remain available after the allocation of funds under paragraph (c)(3)(ii) of this section, the funds shall be allocated as provided in this paragraph. First, FNS will calculate a target inflation allowance based on the fair share funding level determined for current year appropriated funds. This fair share funding level is then adjusted by the anticipated rate of food cost inflation as determined by the Department. Second, FNS will allocate 50 percent of the available funds to the State agencies in proportionate shares to meet the target inflation level. Third, FNS will allocate 50 percent of the available funds to each State agency which has a stability allocation, as determined in paragraph (c)(3)(ii) of this section and adjusted for inflation as determined in this paragraph, which is still less than its fair share target funding level. The amount of funds allocated to each State agency shall be based on the difference between its stability allocation plus target inflation funds and the fair share funding target level. Each State agency's difference shall be divided by the sum of the differences for all such State agencies, to determine the percentage share of the 50 percent of available funds each State agency shall receive. In the event a State agency declines any of its allocation under either this paragraph or paragraph (c)(3)(ii) of this section, the declined funds shall be reallocated in the percentages and manner described in this paragraph. Once all State agencies receive allocations equal to their full target inflation levels, any remaining funds shall be allocated or reallocated, in the manner described in this paragraph, to those State agencies still under their fair share target funding level.

* * * * *

- (e) * * *
(2) * * *

(i) The amount allocated to any State agency for food benefits in the current fiscal year shall be reduced if such State agency's food expenditures for the

preceding fiscal year do not equal or exceed 97 percent of the amount allocated to the State agency for such costs. * * *

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Dated: October 1, 1998.

Shirley R. Watkins,

Under Secretary, Food, Nutrition and Consumer Services.

[FR Doc. 98-27282 Filed 10-9-98; 8:45 am]

BILLING CODE 3410-30-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-75-AD]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Jetstream Model 3201 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 all British Aerospace Jetstream Model 3201 airplanes. The proposed AD would require accomplishing both a routine visual inspection and either a detailed visual inspection or x-ray inspection of the main landing gear (MLG) bay auxiliary spar booms for cracks or fuel leaks on both the left and right sides of the airplane. The proposed AD would also require obtaining and incorporating repair procedures for the MLG bay auxiliary spar where fuel leaks or cracks are found. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for the United Kingdom. The actions specified by the proposed AD are intended to prevent wing failure caused by cracks or fuel leaks in the area of the MLG bay auxiliary spar booms, which could result in loss of control of the airplane.

DATES: Comments must be received on or before November 13, 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-75-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 British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland; telephone: (01292) 479888; facsimile: (01292) 479703. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. S.M. Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, Aircraft Certification Service, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6932; facsimile: (816) 426-2169.

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-75-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-75-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Civil Airworthiness Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on all British Aerospace Jetstream Model 3201 airplanes. The CAA reports that cracks were found on a MLG bay auxiliary spar lower boom on one of the above-referenced airplanes. Initial investigation indicates that the cracks were caused by residual stresses in the component originating from a manufacturing fault during the machining/heat treatment stages.

This condition, if not detected and corrected, could result in wing failure with consequent loss of control of the airplane.

Relevant Service Information

British Aerospace has issued Jetstream Alert Service Bulletin 57-A-JA 980441, Original Issue: April 28, 1998, Revision No. 1: July 7, 1998, which specifies procedures for accomplishing both a routine visual inspection and either a detailed visual inspection or x-ray inspection of the main landing gear (MLG) bay auxiliary spar booms for cracks or fuel leaks on both the left and right sides of the airplane. This service bulletin also specifies obtaining repair procedures for the MLG bay auxiliary spar where fuel leaks or cracks are found.

The CAA classified this service bulletin as mandatory and issued British AD 001-04-98, dated May 7, 1998, in order to assure the continued airworthiness of these airplanes in the United Kingdom.

The FAA's Determination

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, including the service information referenced above; and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or

develop in other British Aerospace Jetstream Model 3201 airplanes of the same type design registered in the United States, the FAA is proposing AD action. The proposed AD would require accomplishing both a routine visual inspection and either a detailed visual inspection or x-ray inspection of the MLG bay auxiliary spar booms for cracks or fuel leaks on both the left and right sides of the airplane. The proposed AD would also require obtaining and incorporating repair procedures for the MLG bay auxiliary spar where fuel leaks or cracks are found. Accomplishment of the proposed actions would be in accordance with Jetstream Alert Service Bulletin 57-A-JA 980441, Original Issue: April 28, 1998, Revision No. 1: July 7, 1998.

Compliance Time of This AD

Although the cracks on the MLG bay auxiliary spar booms could occur as a result of repetitive airplane operation, the FAA believes that the residual stresses in the component are originating from a manufacturing fault during the machining/heat treatment stages. The cracks could exist, but not be noticed, after just a few hours of airplane operation. The stress incurred during flight operations or temperature changes could then cause rapid crack growth. In order to assure that even very small cracks in the MLG bay auxiliary spar booms do not go undetected, the FAA is proposing a compliance based on calendar time.

Cost Impact

The FAA estimates that 124 airplanes in the U.S. registry would be affected by the proposed AD.

Accomplishing the routine visual inspection proposed in this AD would take approximately 1 workhour per airplane, at an average labor rate of approximately \$60 an hour. Based on these figures, the total cost impact of this proposed routine visual inspection on U.S. operators is estimated to be \$7,440, or \$60 per airplane.

Accomplishing the detailed visual inspection proposed in this AD would take approximately 16 workhours per airplane, at an average labor rate of \$60 per hour. Accomplishing the x-ray inspection proposed in this AD would take approximately 12 workhours per airplane, at an average labor rate of approximately \$60 an hour. Based on these figures, the total cost impact of the proposed detailed inspection on U.S. operators is estimated to be \$119,040, or \$960 per airplane, and \$89,280, or \$720 per airplane for the proposed x-ray inspection.

These figures only take into account the costs of inspections and do not take into account the costs for repairing any MLG bay auxiliary spar boom where fuel leaks or cracks are found during the proposed inspections.

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:

British Aerospace: Docket No. 98-CE-75-AD.

Applicability: Jetstream Model 3201 airplanes, all serial numbers, 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 (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 in the body of this AD, unless already accomplished.

To prevent wing failure caused by cracks or fuel leaks in the area of the main landing gear (MLG) bay auxiliary spar booms, which could result in loss of control of the airplane, accomplish the following:

(a) Within the next 45 calendar days after the effective date of this AD, accomplish the following:

(1) Perform a routine visual inspection of the MLG bay auxiliary spar booms for cracks or fuel leaks on both the left and right sides of the airplane. Accomplish this inspection in accordance with Part 1 of the Accomplishment Instructions section of Jetstream Alert Service Bulletin 57-A-JA 980441, Original Issue: April 28, 1998, Revision No. 1: July 7, 1998.

(2) Perform either a detailed visual inspection or x-ray inspection of the MLG bay auxiliary spar booms for cracks or fuel leaks on both the left and right sides of the airplane. Accomplish this inspection in accordance with Part 2 of the Accomplishment Instructions section of Jetstream Alert Service Bulletin 57-A-JA 980441, Original Issue: April 28, 1998, Revision No. 1: July 7, 1998.

(b) If cracks or leaks are found during any inspection required by paragraphs (a)(1) and (a)(2) of this AD, prior to further flight, accomplish the following:

(1) Obtain repair instructions from the manufacturer through the FAA, Small Airplane Directorate, at the address specified in paragraph (d) of this AD; and

(2) Incorporate these repair instructions.

(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.

(d) 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.

(e) Questions or technical information related to British Aerospace Jetstream Alert Service Bulletin 57-A-JA 980441, Original Issue: April 28, 1998, Revision No. 1: July 7, 1998, should be directed to British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland; telephone: (01292) 479888; facsimile: (01292) 479703. 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.

Note 3: The subject of this AD is addressed in British AD 001-04-98, dated May 7, 1998.

Issued in Kansas City, Missouri, on October 6, 1998.

Carolanne L. Cabrini,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-27326 Filed 10-9-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

Proposed Revocation of McClellan Class C Airspace Area, Establishment of McClellan Class E Surface Area, and Modification of Class C Airspace Area at Sacramento International Airport, CA; Public Meeting

AGENCY: Federal Aviation Administration, (FAA), DOT.

ACTION: Public meeting.

SUMMARY: This document announces a fact-finding informal airspace meeting. The purpose of this meeting is to solicit information from airspace users and others concerning proposals to revoke the Class C airspace area at McClellan Air Force Base (AFB), California (CA); establish a Class E surface area at McClellan AFB, CA; and to modify the Class C airspace area at Sacramento International Airport, CA. The meeting will provide interested parties an opportunity to present views, recommendations, and comments on these proposals. All comments received during the meeting will be considered prior to any revision or issuance of a notice of proposed rulemaking.

DATES: *Meeting:* The informal airspace meeting will be held on Tuesday, November 17, 1998, beginning at 6:00 p.m. *Comments:* Comments must be received on or before December 31, 1998.

ADDRESSES: *Meeting:* The meeting will be held at McClellan AFB in the Coast Guard Hangar (Building 1106) Conference Room located on the second floor. Directions: From Watt Avenue, gain access to McClellan AFB via the

Palm Avenue Gate. Building 1106 is located at the north end of the flight line.

Comments: Send or deliver comments on the proposal in triplicate to: Manager, Air Traffic Division, AWP-500, Federal Aviation Administration, P.O. Box 92007, Worldway Postal Center, Los Angeles, CA 90009.

FOR FURTHER INFORMATION CONTACT: Jeri Carson, Air Traffic Division, AWP-500, FAA, Western-Pacific Regional Office, telephone (310) 725-6611.

SUPPLEMENTARY INFORMATION:

Meeting Procedures

The following procedures will be used to facilitate the meeting:

(a) The meeting will be informal in nature and will be conducted by a representative of the FAA Western-Pacific Region. A representative from the FAA will present a formal briefing on the proposed revocation of the Class C airspace area and establishment of Class E surface area at McClellan AFB, CA, and the proposed modification of the Class C airspace area at Sacramento International Airport, CA. Each participant will be given an opportunity to deliver comments or make a presentation.

(b) The meeting will be open to all persons on a space-available basis. There will be no admission fee or other charge to attend and participate.

(c) Any person wishing to make a presentation to the FAA panel will be asked to sign in and estimate the amount of time needed for such presentation. This will permit the panel to allocate an appropriate amount of time for each presenter.

(d) The meeting will not be adjourned until everyone on the list has had an opportunity to address the panel.

(e) Position papers or other handout material relating to the substance of the meeting will be accepted. Participants wishing to submit handout material should present three copies to the presiding officer. There should be additional copies of each handout available for other attendees.

(f) The meetings will not be formally recorded. However, a summary of the comments made at the meeting will be filed in the docket.

Agenda for the Meeting

Opening Remarks and Discussion of Meeting Procedures.

Briefing on Background for Proposals. Public Presentations and Comments.

Closing Comments.