

AD, whichever occurs later, accomplish the requirements of paragraphs (a)(1), (a)(2), (a)(3), and (a)(4) of this AD.

(1) Perform either a one-time magnetic particle inspection or a one-time high frequency eddy current inspection of the MLG axle flange to detect cracking, except that a high frequency eddy current inspection may only be accomplished if the axle flange has not been repaired previously and coated with a nickel sulfamate finish. The magnetic particle inspection or high frequency eddy current inspection is to be accomplished in accordance with procedures specified in paragraph B. of the "Recommended Operator Action" section of Boeing All Operators Telex (AOT) M-7272-76-1442, dated March 29, 1996. If any cracking is detected, prior to further flight, repair the MLG axle flange in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(2) If any corrosion or fretting is found during accomplishment of the inspection required by paragraph (a)(1) of this AD: Prior to further flight, accomplish the repair procedures specified in the "Recommended Operator Action" section of Boeing AOT M-7272-96-1442, dated March 29, 1996.

(3) Accomplish the modification of the torque tube mounting holes on the mounting flange, in accordance with AlliedSignal Service Bulletin 2601042-32-003, dated March 15, 1997.

(4) If shear studs were replaced at the time the new aluminum-nickel-bronze gaskets were installed: Replace the shear studs in accordance with Boeing Service Bulletin 737-32-1253, dated November 7, 1991.

(b) For Model 737-100 and -200 series airplanes equipped with AlliedSignal (ALS/Bendix) brake assembly installations having Boeing P/N 10-61063-14, -18, or -21, on which the original gaskets have not been replaced with new aluminum-nickel-bronze gaskets in accordance with Boeing Service Bulletin 737-32-1253, dated November 6, 1991: Within 200 days or 1,500 flight cycles after the effective date of this AD, whichever occurs later, accomplish the requirements of paragraphs (b)(1), (b)(2), (b)(3), and (b)(4) of this AD.

(1) Perform either a one-time magnetic particle inspection or a one-time high frequency eddy current inspection of the MLG axle flange to detect cracking. The magnetic particle inspection or high frequency eddy current inspection is to be accomplished in accordance with procedures specified in paragraph B. of the "Recommended Operator Action" section of Boeing AOT M-7272-96-1442, dated March 29, 1996. If any cracking is detected, prior to further flight, repair the MLG axle flange in accordance with a method approved by the Manager, Seattle ACO.

(2) If any corrosion or fretting is found during accomplishment of the inspection required by paragraph (b)(1) of this AD: Prior to further flight, accomplish the repair procedures specified in the "Recommended Operator Action" section of Boeing AOT M-7272-96-1442, dated March 29, 1996.

(3) Accomplish the modification of the torque tube mounting holes of the mounting flange, in accordance with AlliedSignal

Service Bulletin 2601042-32-003, dated March 15, 1997.

(4) Accomplish the modification of the affected brake assemblies in accordance with Boeing Service Bulletin 737-32-1253, dated November 7, 1991.

(c) For Model 737-100, -200, -300, -400, and -500 series airplanes other than those identified in paragraphs (a) and (b) of this AD: Within 200 days or 1,500 flight cycles after the effective date of this AD, whichever occurs later, accomplish the requirements of paragraphs (c)(1), (c)(2), and (c)(3) of this AD.

(1) Perform either a one-time magnetic particle inspection or a one-time high frequency eddy current inspection of the MLG axle flange to detect cracking. The magnetic particle inspection or high frequency eddy current inspection is to be accomplished in accordance with procedures specified in paragraph B. of the "Recommended Operator Action" section of Boeing AOT M-7272-96-1442, dated March 29, 1996. If any cracking is detected, prior to further flight, repair the MLG axle flange in accordance with a method approved by the Manager, Seattle ACO.

(2) If any corrosion or fretting is found during accomplishment of the inspection required by paragraph (c)(1) of this AD: Prior to further flight, accomplish the repair procedures specified in the "Recommended Operator Action" section of Boeing AOT M-7272-96-1442, dated March 29, 1996.

(3) Accomplish the modification of the affected brake assemblies in accordance with Boeing Service Bulletin 737-32-1253, dated November 7, 1991.

(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, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

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

(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.

Issued in Renton, Washington, on October 21, 1998.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-07-AD]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal Avionics, Inc. Models GNS-X_{LS} and GNS-X_L Flight Management Systems

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to revise Airworthiness Directive (AD) 97-05-03, which currently requires inserting a limitation into the Operations Limitation Section of the Airplane Flight Manual (AFM) or Flight Manual Supplement for all owners/operators of aircraft equipped with AlliedSignal Avionics Inc. (AlliedSignal) Models GNS-X_{LS} or GNS-X_L global positioning systems (GPS) flight management system. The limitation specifies prohibiting the use of these AlliedSignal GPS units on previously published non-precision approaches. Since issuance of AD 97-05-03, AlliedSignal has issued service information that specifies procedures for accomplishing hardware and software modifications to the affected flight management systems. The Federal Aviation Administration (FAA) has determined that accomplishment of the actions of the service bulletins should be considered as an alternative method of compliance to the actions of AD 97-05-03. The proposed AD would retain the actions of AD 97-05-03, and would incorporate the service bulletins into the proposed AD, as an alternative method of compliance to the existing AD. The actions specified by the proposed AD are intended to continue to prevent deviation from an intended flight path during a non-precision approach to an airport caused by inaccurate information from the GPS flight management system.

DATES: Comments must be received on or before December 22, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-07-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 AlliedSignal Aerospace, Commercial Avionics Systems, 400 N. Rogers Road, Olathe, Kansas 66062. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Jose Flores, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4133; 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. 97-CE-07-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. 97-CE-07-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

AD 97-05-03, Amendment 39-9947 (62 FR 8617, February 26, 1997), currently requires inserting the following limitation into the Operations Limitations Section of the AFM or

Flight Manual Supplement for all owners/operators of aircraft equipped with an AlliedSignal Models GNS-X_L or GNS-X_L GPS flight management system:

"Operating Limitations

The GNS-X_L (or GNS-X_{LS}) is not approved for non-precision approaches.

NOTE

The GNS-X_L (or GNS-X_{LS}) may generate misleading information during non-precision GPS or Overlay approaches due to software limitations." The actions specified in AD 97-05-03 are intended to prevent deviation from an intended flight path during a non-precision approach to an airport caused by inaccurate information from a GPS flight management system.

AD 97-05-03 resulted from reports of aircraft flight course deviations because of erroneous information provided by the GPS flight management system.

Actions Since Issuance of Previous Rule and the FAA's Determination

Since AD 97-05-03 became effective, Allied Signal has issued GlobalWulfberg Software Bulletin No: GNS-X_L-SW1, dated February 1997, and BENDIX/KING Software Bulletin No: GNS-X_{LS}-SW2, dated February 1997. These service bulletins specify procedures for accomplishing hardware and software modifications to the affected flight management systems.

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:

- the accomplishment of the software and hardware modifications specified in the above-referenced service bulletins should be considered as an alternative method of compliance to the actions of AD 97-05-03; and
- AD action should be taken in order to (1) incorporate the service information into the existing AD; and (2) continue to prevent deviation from an intended flight path during a non-precision approach to an airport caused by inaccurate information from the GPS flight management system.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in aircraft equipped with an AlliedSignal Models GNS-X_{LS} or GNS-X_L GPS flight management system, the FAA is proposing AD action to revise AD 97-05-03. The proposed AD would retain the AFM requirements of AD 97-

05-03, and would incorporate the hardware and software modifications (specified in the above-referenced service bulletins) into the AD, as an alternative method of compliance to the AFM requirements.

Compliance Time of The Proposed AD

The condition specified by the proposed AD is not caused by actual hours time-in-service (TIS) of the aircraft where the affected flight management systems are installed. The need for the AFM requirement or hardware and software modifications has no correlation to the number of times the equipment is utilized or the age of the equipment. For this reason, the compliance time of the proposed AD (as was AD 97-05-03) is presented in calendar time instead of hours TIS.

Cost Impact

The FAA estimates that 110 of the affected flight management systems are installed on aircraft of U.S. registry. The proposed AD would require the same actions as AD 97-05-03, except it allows for accomplishing hardware and software modifications to the affected flight management systems, as an alternative method of compliance.

It would take approximately 1 workhour per aircraft with the affected flight management system installed to accomplish the proposed hardware and software modifications. No parts are required to incorporate the proposed modifications. Based on these figures, the total cost impact of the proposed AD on the U.S. operators of the affected aircraft who choose to incorporate the software and hardware modifications (instead of the AFM limitation) is estimated to be \$6,600, or \$60 per airplane.

For U.S. operators who choose to incorporate the AFM limitations, an owner/operator of the affected airplanes holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) can accomplish this action provided an entry is made in the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9). Therefore, the only cost impact of incorporating the proposed AFM limitation is the approximately 10 minutes it would take each owner/operator of the affected aircraft to accomplish the action.

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 removing Airworthiness Directive (AD) 97-05-03, Amendment 39-9947 (62 FR 8617, February 26, 1997), and adding a new AD to read as follows:

Alliedsignal Avionics Inc.: Docket No. 97-CE-07-AD; Revises AD 97-05-03, Amendment 39-9947.

Applicability: Models GNS-XLS and GNS-XL global positioning systems, part numbers (P/N) 17960-0102-XXXX and P/N 18355-0101-XXXX, respectively, installed on, but not limited to the following aircraft, certificated in any category:

Manufacturer	Models
British Aerospace, Ltd (BAe).	146-100A and 146-200A.
Cessna Aircraft Corporation.	525, 550, and 560.
Dassault Aviation	Mystere-Falcon 20 and 50.

Manufacturer	Models
Avions Marcel Dassault.	Falcon 10.
Gulfstream Aerospace.	G-1159 (G-II) and G-1159A (G-III).
Raytheon Corporate Jets.	Hawker 800.
Israel Aircraft Industries, Ltd.	1124.
Sabreliner Corporation.	NA-65.
Learjet Inc	35.
Jetstream Aircraft Ltd	4101.

Note 1: This AD applies to each aircraft that has one of the GPS flight management systems installed that is identified in the preceding applicability provision, regardless of whether the aircraft has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft 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 within 5 days after March 18, 1997 (the effective date of AD 97-05-03), unless already accomplished (compliance with AD 97-05-03).

To prevent deviation from an intended flight path during a non-precision approach to an airport caused by inaccurate information from the GPS flight management system, accomplish the following:

(a) Insert the following limitation into the Operations Limitations Section of the Airplane Flight Manual (AFM) or Flight Manual Supplement:

"Operating Limitations

The GNS-XL (or GNS-XLS) is not approved for non-precision approaches.

NOTE

The GNS-XL (or GNS-XLS) may generate misleading information during non-precision GPS or Overlay approaches due to software limitations."

(b) Inserting a copy of this AD into the Limitations section as described in paragraph (a) of this AD is considered compliance with the requirements of paragraph (a) of this AD.

(c) Incorporating the AFM revisions, as required by paragraph (a) or (b) of this AD, may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(d) As an alternative method of compliance to the actions required by paragraph (a) or (b) of this AD, accomplish hardware and software modifications in accordance with both GlobalWulfberg Software Bulletin No:

GNS-XL-SW1, dated February 1997, and BENDIX/KING Software Bulletin No: GNS-XLS-SW2, dated February 1997, as applicable.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 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 Aircraft Certification Office.

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

(f) Service information that applies to this AD may be obtained from AlliedSignal Aerospace, Commercial Avionics Systems, 400 N. Rogers Road, Olathe, Kansas 66062. This information may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(g) This amendment revises AD 97-05-03, Amendment 39-9947.

Issued in Kansas City, Missouri, on October 22, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 1020

[Docket No. 98N-0877]

Medical Devices; Performance Standards for Dental and Mammographic X-Ray Devices; Amendment

AGENCY: Food and Drug Administration, HHS.

ACTION: Proposed rule.

SUMMARY: The Food and Drug Administration (FDA) is proposing to exempt panoramic dental x-ray units from the requirement that they be manufactured with exposure timers which automatically reset to zero upon premature termination of an exposure. Removing the automatic timer reset requirement will not compromise the quality of the radiographic image and will protect patients from being subjected to unnecessary radiation due to repeat radiographs. FDA also proposes five changes to align the performance standard with the