

reference "1 year" and adding in its place, the reference "14 months" in paragraph (f)(3)(ii)(C)(2); and revising paragraphs (a), (b), (e) introductory text, (e)(1), (e)(6), (e)(10), (f)(2)(i), (f)(2)(ii), heading of newly designated (f)(2)(iii), (f)(3)(ii)(A), and (f)(3)(iii) to read as follows:

Dated: October 27, 1998.

Floyd Fithian,

Secretary, Farm Credit Administration Board.

[FR Doc. 98-29101 Filed 10-29-98; 8:45 am]

BILLING CODE 6705-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-CE-51-AD; Amendment 39-10862; AD 96-10-01 R1]

RIN 2120-AA64

Airworthiness Directives; The New Piper Aircraft, Inc. Models PA-28-140, PA-28-150, PA-28-160, and PA-28-180 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises Airworthiness Directive

(AD) 96-10-01, which currently requires a complete landing light support replacement on certain The New Piper Aircraft, Inc. (Piper) Models PA-28-140, PA-28-150, PA-28-160, and PA-28-180 airplanes. Some of the serial numbers for these airplanes were incorrectly referenced in the Applicability section of AD 96-10-01. This AD maintains the requirements of AD 96-10-01, and corrects the serial numbers referenced in the Applicability section. The actions specified by this AD are intended to prevent the landing light retainer support seal from being ingested by the updraft carburetor, which could result in rough engine operation or possible engine failure and loss of control of the airplane.

DATES: Effective December 14, 1998.

The incorporation by reference of Piper Service Bulletin No. 975, dated November 2, 1994, as listed in the regulations, was previously approved by the Director of the Federal Register as of June 10, 1996 (61 FR 19813, May 3, 1996).

ADDRESSES: Service information that applies to this AD may be obtained from The New Piper Aircraft, Inc., Attn: Customer Service, 2926 Piper Drive, Vero Beach, Florida 32960. 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-51-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:

William O. Herderich, Aerospace Engineer, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6069; facsimile: (770) 703-6097.

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 Piper Models PA-28-140, PA-28-150, PA-28-160, and PA-28-180 airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on June 9, 1998 (63 FR 31374). The NPRM proposed to revise AD 96-10-01 to retain the requirement of accomplishing a complete landing light support replacement, and proposed to change the applicability of the AD, as follows: Models PA-28-140 airplanes, serial numbers (S/N) 28-20000 through 28-7725290, Models PA-28-150, 160, and 180 airplanes, S/N 28-1 through 28-7505259, and S/N 28-E13 to Models PA-28-140 airplanes, S/N 28-20000 through 28-7725290, PA-28-150, PA-28-160, and PA-28-180, serial numbers 28-1 through 28-1760. Accomplishment of the proposed action as specified in the NPRM would be required in accordance with Piper Service Bulletin No. 975, dated November 2, 1994.

The NPRM was the result of inadvertent mistakes in the serial number effectivity of certain airplane models referenced in AD 96-10-01.

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 10,100 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 2 workhours per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$140 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$2,626,000. This figure is based on the assumption that all of the affected airplanes have old landing light support and seal assemblies and that none of the owners/operators of the affected airplanes have replaced the landing light support and seal assemblies with parts of improved design.

Piper has informed the FAA that parts have been distributed to equip approximately 7,021 airplanes. Assuming that these distributed parts are incorporated on the affected airplanes, the cost of this AD will be reduced by \$1,825,460, from \$2,626,000 to \$800,540.

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 removing Airworthiness Directive (AD)

96-10-01, Amendment 39-9606 (61 FR 19813, May 3, 1996), and adding a new AD to read as follows:

96-10-01 R1 The New Piper Aircraft, Inc.: Amendment 39-10862; Docket No. 95-CE-51-AD; Revises AD 96-10-01, Amendment 39-9606.

Applicability: The following airplane models and serial numbers, certificated in any category:

Models	Serial Nos.
PA-28-140	28-20000 through 28-7725290.
PA-28-150, PA-28-160, and PA-28-180	28-1 through 28-1760.

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 within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

Note 2: Early compliance is encouraged.

To prevent the landing light seal from lodging in the carburetor, which could result in rough engine operation or possible engine failure and loss of control of the airplane, accomplish the following:

(a) Replace the landing light support and seal assembly in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Piper Service Bulletin No. 975, dated November 2, 1994.

(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 compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, Georgia 30349.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

(2) Alternative methods of compliance approved in accordance with AD 96-10-01, are considered approved as alternative methods of compliance for this AD.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(d) The replacements required by this AD shall be done in accordance with Piper Service Bulletin No. 975, dated November 2, 1994. This incorporation by reference was previously approved by the Director of the Federal Register as of June 10, 1996 (61 FR 19813, May 3, 1996). Copies may be obtained from The New Piper Aircraft, Inc., Attn: Customer Service, 2926 Piper Dr., Vero Beach, Florida 32960. 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.

(e) This amendment becomes effective on December 14, 1998.

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

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-28970 Filed 10-29-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 94-AWA-1]

RIN 2120-AA66

Modification of the Phoenix Class B Airspace Area; Arizona

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Phoenix, AZ, Class B airspace area. Specifically, this action reconfigures several area boundaries; creates two new areas; and raises and/or lowers the floors of several existing areas. The FAA is taking this action to enhance safety, reduce the potential for midair collision, and to improve the management of air traffic operations into, out of, and through the Phoenix Class B airspace

area while accommodating the concerns of airspace users.

EFFECTIVE DATE: 0901 UTC, November 5, 1998.

FOR FURTHER INFORMATION CONTACT:

William C. Nelson, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:**Related Rulemaking Actions**

On May 21, 1970, the FAA published the Designation of Federal Airways, Controlled Airspace, and Reporting Points Final Rule (35 FR 7782). This rule provided for the establishment of Terminal Control Airspace areas (now known as Class B airspace areas).

On June 21, 1988, the FAA published the Transponder With Automatic Altitude Reporting Capability Requirement Final Rule (53 FR 23356). This rule requires all aircraft to have an altitude encoding transponder when operating within 30 NM of any designated TCA (now known as Class B airspace area) primary airport from the surface up to 10,000 feet MSL. This rule excluded those aircraft that were not originally certificated with an engine-driven electrical system (or those that have not subsequently been certified with such a system), balloons, or gliders.

On October 14, 1988, the FAA published the Terminal Control Area Classification and Terminal Control Area Pilot and Navigation Equipment Requirements Final Rule (53 FR 40318). This rule, in part, requires the pilot-in-command of a civil aircraft operating within a Class B airspace area to hold at least a private pilot certificate, except for a student pilot who has received certain documented training.

On December 17, 1991, the FAA published the Airspace Reclassification Final Rule (56 FR 65638). This rule