

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

**98-24-29 Aerostar Aircraft Corporation:**  
Amendment 39-10916; Docket No. 97-CE-139-AD.

*Applicability:* All serial numbers of the following airplane models, certificated in any category:

PA-60-600 (Aerostar 600)  
PA-60-601 (Aerostar 601)  
PA-60-601P (Aerostar 601P)  
PA-60-602P (Aerostar 602P)  
PA-60-700P (Aerostar 700P)

**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 detect and correct fatigue cracking of the wing upper spar cap, which could result in structural failure of the wing spar to the point of failure with consequent loss of control of the airplane, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished, and thereafter at intervals not to exceed 100 hours TIS, inspect the forward face of each wing's 55-percent upper spar cap for cracks above the main landing gear fitting in the top of the wheel well. Accomplish this inspection in accordance with the INSTRUCTIONS section of Aerostar Service Bulletin SB600-132, dated September 3, 1997. The initial inspection must be accomplished using dye penetrant methods and all subsequent inspections must be, at the very least, visual inspections.

(b) If any crack(s) is/are found during any inspection required by paragraph (a) of this AD, prior to further flight, accomplish either paragraph (b)(1) or (b)(2) of this AD (below):

(1) Replace the upper spar cap in accordance with the applicable maintenance manual, and continue to repetitively inspect as required by paragraph (a) of this AD; or

(2) Obtain a repair scheme from the manufacturer through the FAA, Small Airplane Directorate, at the address specified in paragraph (d) of this AD; incorporate this scheme; and continue to repetitively inspect as required by paragraph (a) of this AD, unless specified differently in the instructions to the repair scheme.

(c) Special flight permits may be issued in accordance with §§ 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 initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW, Renton, Washington 98055-4056. The request shall be forwarded through an appropriate FAA 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) The inspections required by this AD shall be done in accordance with Aerostar Service Bulletin SB600-132, dated September 3, 1997. 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 the Aerostar Aircraft Corporation, 10555 Airport Drive, Coeur d'Alene Airport, Hayden Lake, Idaho 83835-9742. 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.

(f) This amendment becomes effective on January 8, 1999.

Issued in Kansas City, Missouri, on November 17, 1998.

**Michael Gallagher,**

*Manager, Small Airplane Directorate,  
Aircraft Certification Service.*

[FR Doc. 98-31435 Filed 11-24-98; 8:45 am]

**BILLING CODE 4910-13-U**

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

[Docket No. 98-CE-106-AD; Amendment 39-10917; AD 98-24-30]

**RIN 2120-AA64**

**Airworthiness Directives; Stemme GmbH & Co. KG Models S10, S10-V, and S10-VT Sailplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Stemme GmbH & Co. KG (Stemme) Models S10, S10-V, and S10-VT sailplanes. This AD requires inspecting certain areas in the flight control system for cracks; immediately replacing any cracked parts; and

eventually replacing all longitudinal coupling with modified coupling regardless if found cracked. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by this AD are intended to detect and correct cracks in certain areas of the flight control system, which could result in flight control system failure with consequent reduced or loss of control of the sailplane.

**DATES:** Effective December 18, 1998.

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

Comments for inclusion in the Rules Docket must be received on or before December 28, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket 98-CE-106-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Stemme GmbH & Co. KG, Gustav-Meyer-Allee 25, D-13355 Berlin, Federal Republic of Germany; telephone: 49.33.41.31.11.70; facsimile: 49.33.41.31.11.73. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket 98-CE-106-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. Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

**SUPPLEMENTARY INFORMATION:****Discussion**

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, recently notified the FAA that an unsafe condition may exist on certain Stemme Models S10, S10-V, and S10-VT sailplanes. The LBA reports that cracks were found on the flight control longitudinal coupling during a static load test on the elevator control system.

The cracks were such that the flight control system would have most likely failed in a short period of operating time with reduced or loss of control of the sailplane.

Other parts in the flight control system have the same type of force intersection design and cracks could exist or develop in these areas also. These areas are the wing flap coupling, part number (P/N) 10SW-RVW; the airbrake control coupling, P/N 10SB-RVW; the flap drive rocker, P/N 10SW-RMW; and the flap/aileron interference shaft, P/N 10SQ-RMW.

Cracks in any of these areas, if not detected and corrected in a timely manner, could result in flight control system failure with consequent reduced or loss of control of the sailplane.

#### **Relevant Service Information**

Stemme has issued Service Bulletin A31-10-032, Amendment-Index 02.a, dated July 10, 1998, which specifies procedures for inspecting the following parts for cracks:

- The flight control longitudinal coupling, part number (P/N) 10SH-RVH;
- The wing flap coupling, P/N 10SW-RVW;
- The airbrake control coupling, P/N 10SB-RVW;
- The flap drive rocker, P/N 10SW-RMW; and
- The flap/aileron interference shaft, P/N 10SQ-RMW.

This service bulletin also references Stemme Installation Instructions A34-10-032-E, Amendment-Index 01.a, dated August 10, 1998, which includes procedures for replacing the flight control longitudinal coupling, with modified P/N 10SH-RVH coupling.

The LBA classified this service information as mandatory and issued German AD 1998-323, dated July 1, 1998, in order to assure the continued airworthiness of these sailplanes in Germany.

#### **The FAA's Determination**

These sailplane models are manufactured in Germany and are type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LBA has kept the FAA informed of the situation described above.

The FAA has examined the findings of the LBA; 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 This AD**

Since an unsafe condition has been identified that is likely to exist or develop in other Stemme Models S10, S10-V, and S10-VT sailplanes of the same type design registered for operation in the United States, the FAA is taking AD action. This AD requires inspecting the areas of the flight control system previously referenced for cracks; immediately replacing any cracked parts; and eventually replacing all longitudinal coupling with modified coupling regardless if found cracked.

Accomplishment of the inspection will be required in accordance with Stemme Service Bulletin A31-10-032, Amendment-Index 02.a, dated July 10, 1998.

Accomplishment of the longitudinal coupling replacement will be required in accordance with Stemme Installation Instructions A34-10-032-E, Amendment-Index 01.a, dated August 10, 1998.

Accomplishment of the replacement of any other cracked part in the flight control system will be required in accordance with procedures obtained from the manufacturer through the FAA, Small Airplane Directorate.

#### **Possible Follow-up Action**

Stemme has modified the longitudinal coupling, but has not modified the wing flap coupling, the airbrake control coupling, the flap drive rocker, and the flap/aileron interference shaft. If cracks are found on parts other than the longitudinal coupling, then Stemme will develop modified parts upon demand as quickly as possible. Operation of the sailplane while the parts are being developed will not be allowed. The FAA has determined that this alternative is better than operating the sailplane with cracked parts in the flight control system.

The FAA will continue to monitor this situation, and may issue additional AD action to require mandatory replacement of modified flight control system parts other than the longitudinal coupling, as these parts become available.

#### **Compliance Time of This AD**

The replacement compliance of this AD is presented in calendar time and hours time-in-service (TIS). Cracks in the flight control system occur because of sailplane operation; however, there is a potential for corrosion in this area, which could enhance crack growth. For this reason, the FAA has determined that requiring the replacement at 6 calendar months will assure the safety

of the low-usage sailplanes; and requiring the replacement at 100 hours TIS will assure the safety of the high-usage sailplanes. The prevalent compliance time will be that which occurs first.

#### **Differences Between This AD, the Service Information, and the German AD**

Stemme Service Bulletin A31-10-032, Amendment-Index 02.a, dated July 10, 1998, specifies inspecting certain areas of the flight control system coupling prior to further flight on sailplanes with over 100 hours TIS. The German AD requires this on all sailplanes registered for operation in Germany.

The FAA does not have the justification to require the initial inspection prior to further flight on all sailplanes with over 100 hours TIS. The FAA is giving a grace period of 5 hours TIS for those sailplanes that have more than 100 hours TIS on the flight control system.

#### **Determination of the Effective Date of the AD**

Since a situation exists (possible flight control system failure) that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

#### **Comments Invited**

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this 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 will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 98-CE-106-AD." The postcard will be date stamped and returned to the commenter.

### 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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a significant regulatory action under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

### 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:

**98-24-30 STEMME GMBH & Co. KG:**  
Amendment 39-10917; Docket No. 98-CE-106-AD.

*Applicability:* The following models and serial number sailplanes, certificated in any category:

Model	Serial numbers
S10 .....	10-03 through 10-63.
S10-V ..	14-002 through 14-030 and transformed S10-V sailplanes with serial numbers of 14-012M through 14-063M.
S10-VT	11-001, 11-004 through 11-013, and 11-015.

**Note 1:** This AD applies to each sailplane 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 sailplanes 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 (f) 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 certain areas of the flight control system, which could result in flight control system failure with consequent reduced or loss of control of the sailplane, accomplish the following:

(a) Upon accumulating 100 hours time-in-service (TIS) on the flight control system or within the next 5 hours TIS after the effective date of this AD, whichever occurs later, inspect the following areas in the flight control system, in accordance with the Instructions section of Stemme Service Bulletin A31-10-032, Amendment-Index 02.a, dated July 10, 1998:

(1) The longitudinal coupling, part number (P/N) 10SH-RVH;

(2) The wing flap coupling, P/N 10SW-RVW;

(3) The airbrake control coupling, P/N 10SB-RVW;

(4) The flap drive rocker, P/N 10SW-RMW; and

(5) The flap/aileron interference shaft, P/N 10SQ-RMW.

(b) Prior to further flight after the inspection required by paragraph (a) of this AD, replace any cracked part with a modified part.

(1) Obtain modified parts (including installation instructions), except for the longitudinal coupling, from the manufacturer through the FAA, Small Airplane Directorate, at the address specified in paragraph (e) of this AD.

(2) Obtain modified longitudinal coupling from the manufacturer as specified in Stemme Service Bulletin A31-10-032, Amendment-Index 02.a, dated July 10, 1998; and install this modified longitudinal coupling in accordance with Stemme Installation Instructions A34-10-032-E, Amendment-Index 01.a, dated August 10, 1998.

**Note 2:** Stemme Service Bulletin A31-10-032, Amendment-Index 02.a, dated July 10, 1998, includes a return form for reporting the findings of the crack inspection required by paragraph (a) of this AD. The FAA encourages all owners/operators of the affected sailplanes to have this form filled out and send it to the manufacturer at the address specified in paragraph (g) of this AD.

(c) Within the next 6 calendar months after the effective date of this AD or within the next 100 hours TIS after the effective date of this AD, whichever occurs first, unless already accomplished (compliance with the applicable part of paragraph (b) of this AD), obtain modified longitudinal coupling from the manufacturer as specified in Stemme Service Bulletin A31-10-032, Amendment-Index 02.a, dated July 10, 1998; and install this modified longitudinal coupling in accordance with Stemme Installation Instructions A34-10-032-E, Amendment-Index 01.a, dated August 10, 1998.

(d) As of the effective date of this AD, no person may install on any affected sailplane, longitudinal coupling that has not been modified as specified in Stemme Service Bulletin A31-10-032, Amendment-Index 02.a, dated July 10, 1998; and installed in accordance with Stemme Installation Instructions A34-10-032-E, Amendment-Index 01.a, dated August 10, 1998.

(e) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the sailplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, 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.

(g) Questions or technical information related to the service information referenced in this AD should be directed to Stemme GmbH & Co. KG, Gustav-Meyer-Allee 25, D-13355 Berlin, Federal Republic of Germany; telephone: 49.33.41.31.11.70; facsimile: 49.33.41.31.11.73. 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.

(h) The inspection required by this AD shall be done in accordance with Stemme

Service Bulletin A31-10-032, Amendment-Index 02.a, dated July 10, 1998. The longitudinal coupling replacement required by this AD shall be done in accordance with Stemme Installation Instructions A34-10-032-E, Amendment-Index 01.a, dated August 10, 1998. 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 Stemme GmbH & Co. KG, Gustav-Meyer-Allee 25, D-13355 Berlin, Federal Republic of Germany. 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 German AD 1998-323, dated July 1, 1998.

(i) This amendment becomes effective on December 18, 1998.

Issued in Kansas City, Missouri, on November 17, 1998.

**Michael Gallagher,**

*Manager, Small Airplane Directorate,  
Aircraft Certification Service.*

[FR Doc. 98-31434 Filed 11-24-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF THE TREASURY

### Customs Service

#### 19 CFR Part 191

[T.D. 98-16]

RIN 1515-AB95

#### Drawback; Correction

**AGENCY:** Customs Service, Department of the Treasury.

**ACTION:** Correcting amendment.

**SUMMARY:** This document corrects an error appearing in an appendix to the final regulations relating to drawback (T.D. 98-16) that were published in the **Federal Register** (63 FR 10970) on March 5, 1998.

**EFFECTIVE DATE:** April 6, 1998.

**FOR FURTHER INFORMATION CONTACT:** Margaret R. McKenna, Duty and Refund Determination Branch, 202-927-2077.

#### SUPPLEMENTARY INFORMATION:

#### Background

The final regulations (T.D. 98-16) that were published in the **Federal Register** on March 5, 1998 (63 FR 10970) revised part 191 of the Customs Regulations relating to drawback (19 CFR part 191). These final regulations contained an error in one of the general manufacturing drawback rulings in Appendix A to part 191, that could prove misleading. This document corrects the error.

### Need for Correction

In Appendix A to part 191, the introductory text for general manufacturing drawback ruling "IV." incorrectly describes the exported articles that are manufactured under the ruling as burlap or other textile material. As made clear in the body of the general ruling, however, the exported articles in fact consist of bags or meat wrappers. The bags or meat wrappers are manufactured from imported burlap or other textile material.

The general ruling is largely a republication of a general drawback contract that formerly appeared in the Customs Bulletin in T.D. 83-53, 17 Cust. Bull. 96 (1983). As published, the introductory text in T.D. 83-53 misdescribed the exported articles. This error was repeated in the corresponding introductory text of general manufacturing drawback ruling "IV." in Appendix A to part 191.

Accordingly, this document corrects the introductory text of general manufacturing drawback ruling "IV." to properly reflect the exported articles that are manufactured under the ruling.

### List of Subjects in 19 CFR Part 191

Drawback, Reporting and recordkeeping requirements.

### Amendment to the Regulations

Accordingly, Appendix A to part 191, Customs Regulations (19 CFR part 191, Appendix A), is corrected by making the following correcting amendment.

### PART 191—DRAWBACK

1. The general authority citation for part 191 continues to read as follows:

**Authority:** 19 U.S.C. 66, 1202 (General Note 20, Harmonized Tariff Schedule of the United States), 1313, 1624.

\* \* \* \* \*

#### Appendix A—[Amended]

2. In Appendix A to part 191, following the heading of general manufacturing drawback ruling "IV.", the introductory text immediately preceding paragraph "A." of the general ruling is revised to read as follows: "Drawback may be allowed under 19 U.S.C. 1313(a) upon the exportation of bags or meat wrappers manufactured with the use of imported burlap or other textile material, subject to the following special requirements:"

Dated: November 19, 1998.

**Harold M. Singer,**

*Chief, Regulations Branch.*

[FR Doc. 98-31488 Filed 11-24-98; 8:45 am]

BILLING CODE 4820-02-P

## DEPARTMENT OF JUSTICE

### 28 CFR Part 16

[AAG/A Order No. 155-98]

### Exemption of System of Records Under the Privacy Act

**AGENCY:** Department of Justice.

**ACTION:** Final rule.

**SUMMARY:** The Department of Justice, Federal Bureau of Investigation, is exempting the National Instant Criminal Background Check System (NICS) from 5 U.S.C. 552a (c) (3) and (4); (d); (e) (1), (2), and (3); (e)(4) (G) and (H); (e) (5) and (8); and (g). The purposes of the exemptions are to maintain the confidentiality and security of information compiled for purposes of criminal or other law enforcement investigation, or of reports compiled at any stage of the law enforcement process. The exemptions are necessary because some information in NICS is from law enforcement records, and may (in the case of NICS denials, for example) relate to additional law enforcement interest. Therefore, to the extent that they may be subject to exemption under subsections (j)(2), (k)(2), and (k)(3), these records are not available under the Privacy Act and not subject to certain of its procedures such as obtaining an accounting of disclosures, notification, access, or amendment/correction.

**EFFECTIVE DATE:** November 25, 1998.

**FOR FURTHER INFORMATION CONTACT:** Patricia E. Neely, Program Analyst (202) 616-0178.

**SUPPLEMENTARY INFORMATION:** This rule finalizes a proposed rule published in the **Federal Register** with an invitation to comment on June 4, 1998 (63 FR 30429). The FBI accepted comments on the proposed rule from interested parties dated on or before July 6, 1998.

### Significant Comments

A number of comments raised matters that were more pertinent to other notices of proposed rulemaking relating to the NICS: The National Instant Criminal Background Check System Regulation published in the **Federal Register** on June 4, 1998 (63 FR 30430), and the National Instant Criminal Background Check System User Fee Regulation, published in the **Federal Register** on August 17, 1998 (63 FR 43893). Such comments are addressed in the final NICS rule, the National Instant Criminal Background Check System Regulation, published in the **Federal Register** on October 30, 1998 (63 FR 58303). Other comments raised