

see § 300.1 of this chapter, "Materials incorporated by reference".

(b) *Soil within the dripline of plants that are producing or that have produced fruits listed in § 301.64-2(a).* Remove host fruits from host plants prior to treatment. Using ground equipment, drench the soil under the host plants with 5 lb a.i. diazinon per acre (0.12 lb or 2 oz avdp per 1,000 ft²) mixed with 130 gal of water per acre (3 gal per 1,000 ft²). Apply at 14- to 16-day intervals as needed. Repeat applications if infestations become established. In addition to the above, follow all label directions for diazinon.

(c) *Premises.* A field, grove, or area that is located within the quarantined area but outside the infested core area, and that produces regulated articles, must receive regular treatments with malathion bait spray. These treatments must take place at 6- to 10-day intervals, starting a sufficient time before harvest (but not less than 30 days before harvest) to allow for completion of egg and larvae development of the Mexican fruit fly. Determination of the time period must be based on the day degrees model for Mexican fruit fly. Once treatment has begun, it must continue through the harvest period. The malathion bait spray treatment must be applied by aircraft or ground equipment at a rate of 2.4 oz of technical grade malathion and 9.6 oz of protein hydrolysate per acre.

(d) *Grapefruit and oranges.* Methyl bromide in accordance with the PPQ Treatment Manual.

(e) *Grapefruit, oranges (except navel oranges), and tangerines.* High-temperature forced air in accordance with the PPQ Treatment Manual.

Done in Washington, DC, this 2nd day of December 1998.

Joan M. Arnoldi,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 98-32589 Filed 12-9-98; 8:45 am]

BILLING CODE 3410-34-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-263-AD; Amendment 39-10930; AD 98-13-12 R1]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737, 747, 757, 767, and 777 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to certain Boeing Model 737, 747, 757, 767, and 777 series airplanes, that currently requires a one-time inspection to detect discrepancies of the fasteners that connect the pushrods to the rudder pedal assemblies; and corrective actions, if necessary. That AD was prompted by reports of loose and missing fasteners due to incorrect installation. The actions specified by that AD are intended to prevent loss of rudder control, jamming of the rudder system, uncommanded movement of the rudder system, and consequent reduced controllability of the airplane, due to loose or missing fasteners that connect the pushrods to the rudder pedal assemblies. This amendment clarifies certain procedures for the required inspection and expands the applicability to include additional airplanes, which are not currently on the U.S. Register.

DATES: Effective December 28, 1998.

The incorporation by reference of certain publications listed in the regulations, is approved by the Director of the Federal Register as of December 28, 1998.

The incorporation by reference of certain other publications was approved previously by the Director of the Federal Register as of July 6, 1998 (63 FR 33246, June 18, 1998).

Comments for inclusion in the Rules Docket must be received on or before February 8, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-263-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: R.C. Jones, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1118; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: On June 11, 1998, the FAA issued AD 98-13-12, amendment 39-10600 (63 FR 33246, June 18, 1998), applicable to certain Boeing Model 737, 747, 757, 767, and 777 series airplanes. That AD requires a one-time inspection to detect discrepancies of the fasteners that connect the pushrods to the rudder pedal assemblies; and corrective actions, if necessary. That action was prompted by reports of loose and missing fasteners due to incorrect installation. The requirements of that AD are intended to prevent loss of rudder control, jamming of the rudder system, uncommanded movement of the rudder system, and consequent reduced controllability of the airplane, due to loose or missing fasteners that connect the pushrods to the rudder pedal assemblies.

Actions Since Issuance of the AD

Since the issuance of that AD, the FAA has become aware that paragraph (a) of the rule misidentifies the area to be inspected. Currently, that AD specifies that operators are to inspect the fasteners that connect the "forward" ends of the pushrods to the rudder pedal assemblies. However, the FAA intended to omit any reference to either the forward ends or the rear ends of the pushrods. (For certain models, the forward end of the pushrod is the subject inspection area; for other models, the rear end of the pushrod is the subject inspection area.) Therefore, the FAA has revised paragraph (a) of the rule to identify "the ends" of the pushrods as the appropriate area for the required inspection.

New Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 747-27A2368, Revision 1, dated May 7, 1998, and Revision 2, dated May 28, 1998 (for Boeing Model 747 series airplanes). Revision 1 adds part numbers and respective torque value specifications for the nuts for the rudder pedal pushrods; these specifications had been inadvertently omitted from the original version of that alert service bulletin. Revision 2 identifies three Model 747 series airplanes that had been incorrectly omitted from the effectivity listing in Boeing Alert Service Bulletin 747-27A2368, dated March 26, 1998 (which is cited in the existing AD as the appropriate source of service information for affected Model 747 series airplanes). The inspection procedures described in Revisions 1 and 2 are identical to those described in the original version of the alert service bulletin. The only change made by

Revision 1 is to add specifications for certain parts. The only change made by Revision 2 is to expand the effectivity to include additional airplanes.

In addition, the FAA has reviewed and approved Boeing Alert Service Bulletin 777-27A0029, Revision 1, dated October 1, 1998 (for Model 777 series airplanes), which deletes a reference to the Boeing Standard Overhaul Practices Manual. The torque range in the manual was higher than required for the nut in this application; however, the low-end torque specified in that alert service bulletin has not changed. Revision 1 also expands the effectivity to include additional airplanes.

Explanation of 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 loss of rudder control, jamming of the rudder system, uncommanded movement of the rudder system, and consequent reduced controllability of the airplane, due to loose or missing fasteners that connect the pushrods to the rudder pedal assemblies. This AD revises AD 98-13-12 to continue to require a one-time inspection to detect discrepancies of the fasteners that connect the pushrods to the rudder pedal assemblies; and corrective actions, if necessary. In addition, this action clarifies the inspection procedures and expands the applicability to include additional airplanes, which are not currently on the U.S. Register. The actions are required to be accomplished in accordance with the applicable alert service bulletin.

In accordance with various bilateral airworthiness agreements with countries around the world, the FAA is obligated to advise foreign airworthiness authorities of unsafe conditions identified in products manufactured in the United States; the issuance of AD's is the means by which the FAA satisfies this obligation.

Cost Impact

There are approximately 5,572 airplanes of the affected design in the worldwide fleet. The FAA estimates that 1,477 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$88,620, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Operators should note that none of the airplanes added by this action is on the U.S. Register. The airplanes added to the applicability by this revised AD currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this revised rule is necessary to ensure that the unsafe condition is addressed in the event that any of the three subject airplanes are imported and placed on the U.S. Register in the future.

Determination of Rule's Effective Date

Because none of the airplanes added by this action is on the U.S. Registry, this revision will not increase the burden on U.S. operators beyond the requirements of the existing AD. For this reason, it is found that notice and opportunity for prior public comment hereon are unnecessary, and that good cause exists for making this amendment effective in less than 30 days after publication in the **Federal Register**.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public 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 shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. 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 Number 98-NM-263-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.

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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 amendment 39-10600 (63 FR 33246, June 18, 1998), and by adding a new airworthiness directive (AD),

amendment 39-10930, to read as follows:

98-13-12 R1 Boeing: Amendment 39-10930. Docket 98-NM-263-AD. Revises AD 98-13-12, Amendment 39-10600.

Applicability: Model 737, 747, 757, 767, and 777 series airplanes; as listed in the following Boeing alert service bulletins; certificated in any category.

Alert Service Bulletin	Date
737-27A1212	Mar. 26, 1998.
747-27A2368, Revision 2 ...	May 28, 1998.
757-27A0128	Mar. 26, 1998.
767-27A0156	Mar. 26, 1998.
777-27A0029, Revision 1 ...	Oct. 1, 1998.

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, unless accomplished previously.

To prevent loss of rudder control, jamming of the rudder system, uncommanded movement of the rudder system, and consequent reduced controllability of the airplane, due to loose or missing fasteners that connect the pushrods to the rudder pedal assemblies, accomplish the following:

(a) Within 90 days after July 6, 1998 (the effective date of AD 98-13-12, amendment 39-10600), perform a one-time inspection to detect discrepancies of the fasteners that connect the ends of the pushrods to the rudder pedal assemblies; in accordance with Boeing Alert Service Bulletin 737-27A1212, dated March 26, 1998; 747-27A2368, dated March 26, 1998, Revision 1, dated May 7, 1998, or Revision 2, dated May 28, 1998; 757-27A0128, dated March 26, 1998; 767-27A0156, dated March 26, 1998; or 777-27A0029, Revision 1, dated October 1, 1998; as applicable.

(1) If no discrepancy is detected, no further action is required by this AD.

(2) If any discrepancy is detected, prior to further flight, perform the applicable corrective action in accordance with the applicable alert service bulletin.

Note 2: For Boeing Model 777 series airplanes, inspection and corrective action performed prior to the effective date of this AD in accordance with Boeing Alert Service Bulletin 777-27A0029, dated March 26, 1998, are considered acceptable for compliance with the applicable requirements of paragraph (a) of this AD.

(b) Submit a report of inspection findings (discrepant findings only) to the Manager, Seattle Aircraft Certification Office (ACO),

FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (425) 227-1181; and to the Boeing Commercial Airplane Group, Attention: Manager, Airline Support, P.O. Box 3707, Seattle, Washington 98124-2207; at the applicable time specified in paragraph (b)(1) or (b)(2) of this AD. The report must include a description of any discrepancy found, the airplane serial number, and the total number of landings and flight hours accumulated on the airplane. Discrepant findings include, but are not limited to, loose or missing fasteners, inadequately torqued fasteners, and fasteners incorrectly installed on the pedal assemblies or pushrod bearing surfaces. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(1) For airplanes on which the inspection is accomplished after July 6, 1998: Submit the report within 10 days after performing the inspection required by paragraph (a) of this AD.

(2) For airplanes on which the inspection has been accomplished prior to July 6, 1998: Submit the report within 10 days after the effective date of this AD.

(c) 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(d) 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.

(e) The actions shall be done in accordance with:

- Boeing Alert Service Bulletin 737-27A1212, dated March 26, 1998;
- Boeing Alert Service Bulletin 757-27A0128, dated March 26, 1998;
- Boeing Alert Service Bulletin 767-27A0156, dated March 26, 1998;
- Boeing Alert Service Bulletin 777-27A0029, Revision 1, dated October 1, 1998;
- Boeing Alert Service Bulletin 747-27A2368, dated March 26, 1998;
- Boeing Alert Service Bulletin 747-27A2368, Revision 1, dated May 7, 1998; or
- Boeing Alert Service Bulletin 747-27A2368, Revision 2, dated May 28, 1998.

(1) The incorporation by reference of Boeing Alert Service Bulletin 747-27A2368, Revision 1, dated May 7, 1998; Boeing Alert Service Bulletin 747-27A2368, Revision 2, dated May 28, 1998; and Boeing Alert Service Bulletin 777-27A0029, Revision 1, dated October 1, 1998, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Alert Service Bulletin 737-27A1212, dated March 26, 1998; Boeing Alert Service Bulletin 757-27A0128, dated March 26, 1998; Boeing Alert Service Bulletin 767-27A0156, dated March 26, 1998; and Boeing Alert Service Bulletin 747-27A2368, dated March 26, 1998; was approved previously by the Director of the Federal Register as of July 6, 1998 (63 FR 33246, June 18, 1998).

(3) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on December 28, 1998.

Issued in Renton, Washington, on November 30, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-32360 Filed 12-9-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-153-AD; Amendment 39-10933; AD 98-25-07]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300-600 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A300-600 series airplanes, that requires repetitive inspections to detect cracks in the angle fitting at frame 40 of the center wing box, and corrective actions, if necessary; and eventual modification of that angle fitting, which terminates the repetitive inspections. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent cracks in the center wing box angle fitting, which could result in the failure of the center wing box at frame 40, and consequent reduced structural integrity of the airplane.

DATES: Effective January 14, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 14, 1999.