

(g) This amendment revises AD 97-01-01, Amendment 39-9872, which superseded AD 95-20-07, Amendment 39-9386.

**Appendix to Docket No. 96-CE-09-AD
Information to Determine Main Gear
Sidebrace Stud Assembly Part Number (P/N)**

- The P/N 95643-00/-01/-02/-03 bracket assembly contains the 9/16-inch diameter main gear sidebrace stud, P/N 95299-00/-02, and a two-piece bushing, P/N 67026-6.
- The P/N 95643-06/-07/-08/-09 bracket assembly contains the 5/8-inch diameter main gear sidebrace stud, P/N 78717-02, and a one-piece bushing, P/N 67026-12.
- Both the one-piece and the two-piece bushing have a visible portion of the bushing flange, i.e., bushing shoulder.
- Whether a one-piece or two-piece bushing is installed may be determined by measuring the outside diameter of the bushing flange with a micrometer (jaws of the caliper must be 3/32-inch or less). The two-piece bushing will have an outside diameter of 1.00 inch and the one-piece bushing will have an outside diameter of 1.128 to 1.130 inches. This measurement is not valid for the following airplanes:

Model	Serial Nos.
PA-28R-180	28R-30004 through 28-31270.
PA-28R-200	28R-35001 through 28R-35820, and 28R-7135001 through 28R-7135062.

The main gear sidebrace studs on these airplanes will require removal to determine the P/N installed.

- The one-piece bushing contains a visible chamfer in the center of the bushing, and the chamfer in the two-piece bushing is not visible when the stud is installed.
- If P/N 95643-00/-01/-02/-03 bracket assembly is installed or the above information cannot be utilized, the main gear sidebrace stud will need to be removed from the bracket to determine the shank diameter and main gear sidebrace stud P/N.
- P/N 95299-00 and P/N 95299-02 main gear sidebrace studs are 9/16-inch in diameter.
- P/N 78717-00 main gear sidebrace studs are 5/8-inch in diameter.
- P/N 95643-00/-01/-02/-03 bracket assembly may have been modified to accommodate the 5/8-inch diameter main gear sidebrace stud, P/N 78717-02.
- The embossed number of 95363 on the bracket forging is not the bracket assembly P/N.
- The bracket assemblies identified with casting number 67073-2 or 67073-3 contain a 9/16-inch diameter main gear sidebrace stud, P/N 67543, and two-piece bushing, P/N 67026-2 and 67026-3.
- Model PA-28R-180 airplanes, serial numbers 28R-30004 through 28R-31270; and Model PA-28R-200 airplanes, serial numbers 28R-35001 through 28R-35820 and 28R-7135001 through 28R-7135062, are equipped from the factory with bracket

assemblies identified with casting number 67073-2 and 67073-3.

—P/N 67543 main gear sidebrace studs are 9/16-inch in diameter.

Issued in Kansas City, Missouri, on May 14, 1998.

Michael Gallagher,

Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-13656 Filed 5-21-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-CE-72-AD]

RIN 2120-AA64

Airworthiness Directives; SOCATA—Groupe AEROSPATIALE Models TB9 and TB10 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 certain SOCATA—Groupe AEROSPATIALE (Socata) Models TB9 and TB10 airplanes. The proposed AD would require repetitively inspecting the wing front attachments on the wing and fuselage sides for cracks, and repetitively incorporating a certain modification kit (type of kit and time of incorporation depends on whether cracks are found during the inspection). The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France. The actions specified by the proposed AD are intended to prevent structural failure of the wing front attachments caused by fatigue cracking, which could result in the wing separating from the airplane if the airplane is operated with cracked wing front attachments over an extended period of time.

DATES: Comments must be received on or before June 25, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 95-CE-72-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 the

SOCATA—Groupe AEROSPATIALE, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; telephone: 33-5-62-41-76-52; facsimile: 33-5-62-41-76-54; or the Product Support Manager, SOCATA Aircraft, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone: (954) 893-1400; facsimile: (954) 964-1402. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut Street, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; 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. 95-CE-72-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. 95-CE-72-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on all Socata Model TB9 airplanes and certain Socata Model TB10 airplanes. The DGAC reports 15 cases of cracks found on the wing front attachments of the referenced airplanes.

This condition, if not detected and corrected in a timely manner, could result in structural failure of the wing attachment and the wing separating from the airplane if the airplane is operated with cracked wing front attachments over an extended period of time.

Relevant Service Information

Socata has issued Service Bulletin No. SB 10-081-57, Amendment 1, dated August 1996, which specifies procedures for inspecting the wing front attachments on the wing and fuselage sides for cracks. Also included in this service bulletin is reference to certain wing front attachment kits that should be incorporated on the Socata Models TB9 and TB10, depending on the inspection results. The procedures for incorporating the modification kits are in the Technical Instructions for Modification included with each kit.

The DGAC classified this service bulletin as mandatory and issued DGAC AD 94-264(A), dated December 7, 1994, in order to assure the continued airworthiness of these airplanes in France.

The FAA's Determination

This airplane model is manufactured in France and is 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 DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC; 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 Socata Models TB9 and TB10 airplanes of the same type design registered in the United States, the FAA is proposing AD action. The proposed

AD would require repetitively inspecting the wing front attachments on the wing and fuselage sides for cracks, and repetitively incorporating a certain modification kit (type of kit and time of incorporation depends on whether cracks are found during the inspection). Accomplishment of the proposed inspections would be in accordance with Socata Service Bulletin No. SB 10-081-57, Amendment 1, dated August 1996. Accomplishment of the proposed modifications, as applicable, would be required in accordance with the Technical Instructions for Modification included with each kit.

Cost Impact

The FAA estimates that 113 airplanes in the U.S. registry would be affected by the proposed AD.

The proposed inspection would take approximately 3 workhours per airplane to accomplish, at an average labor rate of approximately \$60 an hour. Based on these figures, the total cost impact of the proposed inspection on U.S. operators is estimated to be \$20,340, or \$180 per airplane.

The proposed modification would take approximately 32 workhours to accomplish, at an average labor rate of \$60 per hour. Parts cost approximately \$1,125 per airplane. Based on these figures, the total cost impact of the proposed modifications on U.S. operators is estimated to be \$344,085, or \$3,045 per airplane.

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:

Socata—Groupe Aerospatiale: Docket No. 95-CE-72-AD.

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

Model TB9, serial numbers 1 through 9999; and
Model TB10, serial numbers 1 through 803, 805, 806, 809 through 815, 820, 821, and 822.

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 (g) 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 structural failure of the wing front attachments caused by fatigue cracking, which could result in the wing separating from the airplane if the airplane is operated with cracked wing front attachments over an extended period of time, accomplish the following:

Note 2: The compliance times of this AD are presented in landings instead of hours time-in-service (TIS). If the number of landings is unknown, hours TIS may be used by multiplying the number of hours TIS by 1.5.

(a) For all affected airplanes, upon accumulating 3,000 landings on the wing front attachments or within the next 100 landings after the effective date of this AD,

whichever occurs later, and thereafter at intervals not to exceed 3,000 landings, inspect the wing front attachments (both the wing sides and fuselage sides) in accordance with Socata Service Bulletin No. SB 10-081-57, Amendment 1, dated August 1996.

(b) For all affected airplanes, accomplish the following on the wing front attachments on the wing sides:

(1) If no cracks are found on the wing front attachments on the wing sides during any inspection required by paragraph (a) of this AD, upon accumulating 12,000 landings on these wing front attachments or within the next 100 landings after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 6,000 landings provided no cracks are found during any inspection required by paragraph (a) of this AD, incorporate Modification Kit OPT10 911000 in accordance with Socata Technical Instruction No. 9110, which incorporates the following pages:

Pages	Revision level	Date
0 and 1	Amendment	January 31, 1992.
2 through 11	Original Issue	October 1985.

(2) If a crack(s) is found on the wing front attachments on the wing sides during any inspection required by paragraph (a) of this AD, prior to further flight, incorporate Modification Kit OPT10 911000 in accordance with Socata Technical Instruction No. 9110. Incorporate this kit at intervals not to exceed 6,000 landings thereafter provided no cracks are found during any inspection required by paragraph (a) of this AD.

(c) For Models TB9 and TB10 airplanes, with a serial number in the range of 1 through 399, or with a serial number of 413; that do not have either Socata Service Letter (SL) 10-14 incorporated or Socata Modification Kit OPT10 908100 incorporated, accomplish the following on the wing front attachments on the fuselage sides:

(1) If no cracks are found on the wing front attachments on the fuselage sides during any inspection required by paragraph (a) of this AD, upon accumulating 6,000 landings on these wing front attachments or within the next 100 landings after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 12,000 landings provided no cracks are found during any inspection required by paragraph (a) of this AD, incorporate Modification Kit OPT10 919800 in accordance with Socata Technical Instruction of Modification OPT10 9198-53, dated October 1994.

(2) If a crack(s) is found on the wing front attachments on the fuselage sides during any inspection required by paragraph (a) of this AD, prior to further flight, incorporate Modification Kit OPT10 919800 in accordance with Socata Technical Instruction of Modification OPT10 9198-53, dated October 1994. Incorporate this kit at intervals not to exceed 12,000 landings thereafter provided no cracks are found during any inspection required by paragraph (a) of this AD.

(d) For Models TB9 and TB10 airplanes, with a serial number in the range of 1 through 399, or with a serial number of 413; that have either Socata Service Letter (SL) 10-14 incorporated or Socata Modification Kit OPT10 908100 incorporated, accomplish the following on the wing front attachments on the fuselage sides:

(1) If no cracks are found on the wing front attachments on the fuselage sides during any inspection required by paragraph (a) of this AD, upon accumulating 12,000 landings on these wing front attachments or within the next 100 landings after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 12,000 landings provided no cracks are found during any inspection required by paragraph (a) of this AD, incorporate Modification Kit OPT10 919800 in accordance with Socata Technical Instruction of Modification OPT10 9198-53, dated October 1994.

(2) If a crack(s) is found on the wing front attachments on the fuselage sides during any inspection required by paragraph (a) of this AD, prior to further flight, incorporate Modification Kit OPT10 919800 in accordance with Socata Technical Instruction of Modification OPT10 9198-53, dated October 1994. Incorporate this kit at intervals not to exceed 12,000 landings thereafter provided no cracks are found during any inspection required by paragraph (a) of this AD.

(e) For Models TB9 and TB10 airplanes, with a serial number in the range of 400 through 412, or with a serial number in the range of 414 through 9999; accomplish the following on the wing front attachments on the fuselage sides:

(1) If no cracks are found on the wing front attachments on the fuselage sides during any inspection required by paragraph (a) of this AD, upon accumulating 12,000 landings on these wing front attachments or within the next 100 landings after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 12,000 landings provided no cracks are found during any inspection required by paragraph (a) of this AD, incorporate Modification Kit OPT10 908100 in accordance with Socata Technical Instruction of Modification OPT10 9181-53, Amendment 2, dated October 1994.

(2) If a crack(s) is found on the wing front attachments on the fuselage sides during any inspection required by paragraph (a) of this AD, prior to further flight, incorporate Modification Kit OPT10 908100 in accordance with Socata Technical Instruction of Modification OPT10 9181-53, Amendment 2, dated October 1994. Incorporate this kit at intervals not to exceed 12,000 landings thereafter provided no cracks are found during any inspection required by paragraph (a) of this AD.

Note 3: "Unless already accomplished" credit may be used if the kits that are required by paragraphs (c)(1), (d)(1), and (e)(1) of this AD are already incorporated on the applicable airplanes. As specified in the AD, repetitive incorporation of these kits would still be required at intervals not to exceed 12,000 landings provided no cracks are found.

(f) 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.

(g) 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, Small Airplane Directorate, FAA, 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(h) Questions or technical information related to the service information referenced in this AD should be directed to the SOCATA—Groupe AEROSPATIALE, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; telephone: 33-5-62-41-76-52; facsimile: 33-5-62-41-76-54; or the Product Support Manager, SOCATA Aircraft, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone: (954) 893-1400; facsimile: (954) 964-1402. 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.

Note 5: The subject of this AD is addressed in French AD 94-264(A), dated December 7, 1994.

Issued in Kansas City, Missouri, on May 14, 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 Parts 315 and 601

[Docket No. 98N-0040]

Regulations for In Vivo Radiopharmaceuticals Used for Diagnosis and Monitoring

AGENCY: Food and Drug Administration, HHS.

ACTION: Proposed rule.

SUMMARY: The Food and Drug Administration (FDA), in response to the requirements of the Food and Drug Administration Modernization Act of 1997 (FDAMA), is proposing to amend the drug and biologics regulations by adding provisions that would clarify the evaluation and approval of in vivo