PART 72—LICENSING REQUIREMENTS FOR THE INDEPENDENT STORAGE OF SPENT NUCLEAR FUEL AND HIGH-LEVEL RADIOACTIVE WASTE

The authority citation for part 72 continues to read as follows:

Authority: Secs. 51, 53, 57, 62, 63, 65, 69, 81, 161, 182, 183, 184, 186, 187, 189, 68 Stat. 929, 930, 932, 933, 934, 935, 948, 953, 954, 955, as amended, sec. 234, 83 Stat. 444, as amended (42 U.S.C. 2071, 2073, 2077, 2092, 2093, 2095, 2099, 2111, 2201, 2232, 2233, 2234, 2236, 2237, 2238, 2282); sec. 274, Pub. L. 86–373, 73 Stat. 688, as amended (42 U.S.C. 2021); sec. 201, as amended, 202, 206, 88 Stat. 1242, as amended, 1244, 1246 (42 U.S.C. 5841, 5842, 5846); Pub. L. 95–601, sec. 10, 92 Stat. 2951 as amended by Pub. L. 10d—48b, sec. 7902, 10b Stat. 31b3 (42 U.S.C. 5851); sec. 102, Pub. L. 91–190, 83 Stat. 853 (42 U.S.C. 4332); secs. 131, 132, 133, 135, 137, 141, Pub. L. 97–425, 96 Stat. 2229, 2230, 2232, 2241, sec. 148, Pub. L. 100–203, 101 Stat. 1330–235 (42 U.S.C. 10151, 10152, 10153, 10155, 10157, 10161, 10168).

Section 72.44(g) also issued under secs. 142(b) and 148(c), (d), Pub. L. 100–203, 101 Stat. 1330–232, 1330–236 (42 U.S.C. 10162(b), 10168(c),(d)). Section 72.46 also issued under sec. 189, 68 Stat. 955 (42 U.S.C. 2239); sec. 134, Pub. L. 97–425, 96 Stat. 2230 (42 U.S.C. 10154). Section 72.96(d) also issued under sec. 145(g), Pub. L. 100–203, 101 Stat. 1330–235 (42 U.S.C. 10165(g)). Subpart J also issued under secs. 2(2), 2(15), 2(19), 117(a), 141(h), Pub. L. 97–425, 96 Stat. 2202, 2203, 2204, 2222, 2244, (42 U.S.C. 10101, 10137(a), 10161(h)). Subparts K and L are also issued under sec. 133, 98 Stat. 2230 (42 U.S.C. 10153) and sec. 218(a), 96 Stat. 2252 (42 U.S.C. 10198).

In § 72.214, Certificate of Compliance (CoC) 1008 is added to read as follows:

§ 72.214 List of approved spent fuel storage casks.

* * * * *

Certificate Number: 1008
SAR Submitted by: Holtec International
SAR Title: HI–STAR 100 Cask System Topical Safety Analysis Report (TSAR), Revision 8
Docket Number: 72–1008
Certification Expiration Date: (20 years after final rule effective date)
Model Numbers: HI–STAR 100

Dated at Rockville, Maryland, this 15th day of December 1998.

For the Nuclear Regulatory Commission.

William D. Travers,

Executive Director for Operations.

[FR Doc. 99–505 Filed 1–8–99; 8:45 am]

BILLING CODE 7590–01–P

DEPARTMENT OF ENERGY

Office of Energy Efficiency and Renewable Energy

10 CFR Part 430

[Docket No. EE–RM–94–403]

RIN 1904–AA67

Energy Conservation Program for Consumer Products: Clothes Washer Energy Conservation Standards

AGENCY: Office of Energy Efficiency and Renewable Energy, Energy.

ACTION: Notice of extension of comment period.

SUMMARY: On November 19, 1998 (63 FR 64344), the Department of Energy published a Supplemental Advance Notice of Proposed Rulemaking to revise energy conservation standards for clothes washers under the Energy Policy and Conservation Act. The notice announced that February 2, 1999, would be the closing date for receiving public comments. At the December 15, 1998, workshop on clothes washers, Amana requested that the comment period be extended for two months, to allow additional time for understanding the financial model and to give better responses to concerns raised in the notice. The Department is committed to issuing the final rule on schedule. In light of the fact that much of the information discussed in the notice was presented at the March 11, 1998, Clothes Washer Workshop, the Department agrees to a more limited extension of the comment period.

DATES: Comments must be received on or before February 16, 1999.

ADDRESSES: Written comments are welcome. Please submit 10 copies (no faxes) to: Brenda Edwards-Jones, U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy, Energy Conservation Program for Consumer Products: Clothes Washers, Docket No. EE–RM–94–403, RIN 1904–AA67, 1000 Independence Avenue, SW, Washington, DC 20585–0121.

FOR FURTHER INFORMATION CONTACT: Bryan Berringer, U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy, EE–43, 1000 Independence Avenue, SW, Washington, DC 20585–0121, (202) 586–0371, E-mail: Bryan Berringer@EE.DOE.GOV or Eugene Margolis, Esq., U.S. Department of Energy, Office of General Counsel, GC–72, 1000 Independence Avenue, SW, Washington, DC 20585, (202) 586–9507, E-mail: Eugene.Margolis@HQ.DOE.GOV.

Issued in Washington, DC, on January 5, 1999.

Dan W. Reicher,

Assistant Secretary, Energy Efficiency and Renewable Energy.

[FR Doc. 99–540 Filed 1–8–99; 8:45 am]

BILLING CODE 6450–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–318–AD]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 737–100, –200, –300, –400, and –500 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of an existing airworthiness directive (AD), applicable to all Boeing Model 737–100, –200, –300, –400, and –500 series airplanes, that currently requires removal of the fuel boost pump wiring in the conduits of the wing and center fuel tanks; an inspection to detect damage of the wiring, and corrective action, if necessary; and eventual installation of Teflon sleeving over the electrical cable. This action would expand the inspection requirement to include additional airplanes, add repetitive inspections for all airplanes, and reidentify the requirement to install Teflon sleeving as a nonterminating action. This proposal is prompted by the FAA's determination that Model 737–100 through –500 series airplanes that are not affected by the current AD must also be protected against excessive wire chafing of the fuel boost pump wiring and that all affected airplanes must be repetitively inspected. The actions specified by the proposed AD are intended to detect and correct chafing and prevent electrical arcing between the fuel boost pump wiring and the surrounding conduit, which could result in arc-through of the conduit, and consequent fire or explosion of the fuel tank.

DATES: Comments must be received by February 25, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–318–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Dorr Anderson, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2684; fax (425) 227–1181.

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 shall 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 summarizing 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 Number 98–NM–318–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, Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–318–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On September 23, 1998, the FAA issued AD 98–19–09, amendment 39–10751 (63 FR 52152, September 30, 1998), applicable to all Boeing Model 737–100, –200, –300, –400, and –500 series airplanes, to require removal of the fuel boost pump wiring in the conduits of the wing and center fuel tanks; an inspection to detect damage of the wiring, and corrective action, if necessary; and eventual installation of Teflon sleeving over the electrical cable. The actions of that AD were required for airplanes that had accumulated 20,000 or more total flight hours. That AD was prompted by reports of severe wear of the fuel boost pump wiring due to chafing between the wiring and the surrounding conduit inside the fuel tank; pin-hole-sized holes in the conduit that appear to be the result of arc-through of the conduit; and exposure of the main tank boost pump wire conductor inside a conduit and signs of arcing to the wall of the conduit. The requirements of that AD are intended to detect and correct chafing and electrical arcing between the fuel boost pump wiring and the surrounding conduit, which, if not corrected, could result in arc-through of the conduit, and consequent fire or explosion of the fuel tank.

Actions Since Issuance of Previous Rule

In the preamble to AD 98–19–09, the FAA indicated it was considering further rulemaking action to require inspection of Model 737 series airplanes that have accumulated less than 20,000 total flight hours. The FAA now has determined that further rulemaking action is indeed necessary, and this proposed AD follows from that determination. The FAA has determined that it is necessary to expand the inspection requirement to ensure that excessive wire chafing does not occur on those airplanes.

The FAA has examined wire bundles that were removed and inspected for chafing in accordance with telegraphic AD's T98–10–51 (issued on May 7, 1998) and T98–11–51 (issued on May 10, 1998) and AD 98–11–52 (63 FR 34271, June 24, 1998). Based on the findings, the FAA tabulated levels of wire chafing as a function of airplane flight hours. Based on the tabulated data, the FAA has determined that it is necessary to define long-term repetitive inspection intervals to address the identified unsafe condition for the entire fleet of 737–100 through –500 series airplanes. In consideration of these data and the additional layer of Teflon sleeving installed for further protection of the wire bundles, the FAA proposes a repetitive inspection interval of 30,000 flight hours.

In light of the new proposed repetitive inspections, the installation of Teflon sleeving required by AD 98–19–09, which terminates the requirements of that AD, would not terminate the requirements of this proposed AD.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Service Bulletin 737–28A1120,

Revision 2, dated November 26, 1998. The procedures described in Revision 2 of this service bulletin are essentially identical to those described in Boeing Alert Service Bulletin 737–28A1120, Revision 1, dated May 28, 1998 (which was referenced as an appropriate source of service information in AD 98–19–09). Revision 2 removes certain airplanes from the effectivity listing and specifies different parts to be provided in the parts kit by the manufacturer. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 98–19–09 to continue to require removal of the fuel boost pump wiring in the conduits of the wing and center fuel tanks; an inspection to detect damage of the wiring, and corrective action, if necessary; and eventual installation of Teflon sleeving over the electrical cable. This action would additionally require that the inspection be conducted at repetitive intervals and that the inspection be accomplished on airplanes that have accumulated less than 20,000 total flight hours. The actions would be required to be accomplished in accordance with the service bulletin described previously, except as discussed below. The proposed AD also would require that operators report results of the initial inspection to the FAA.

Difference Between the Proposed AD and the Service Bulletin

Operators should note that, while Boeing Service Bulletin 737–28A1120, Revision 2, limits its effectivity to airplanes having line numbers 1 through 3072 inclusive, this proposed AD would be applicable to all Model 737–100 through -500 series airplanes.

Cost Impact

There are approximately 2,866 airplanes of the affected design in the worldwide fleet. The FAA estimates that 1,131 airplanes of U.S. registry would be affected by this proposed AD.

The inspection that is currently required by AD 98–19–09, and retained in this AD, takes approximately 30 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. This new AD action would require repetitive performance of that inspection. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be $2,035,800, or $1,800 per airplane, per inspection cycle.

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

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 proposed regulation (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the 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 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, 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 amendment 39–10751 (63 FR 52152, September 30, 1998), and by adding a new airworthiness directive (AD), to read as follows:

Boeing: Docket 98–NM–318–AD. Supersedes AD 98–19–09, Amendment 39–10751.

Applicability: All Model 737–100, -200, -300, -400, and -500 series airplanes; certificated in any category.

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 (n)(1) 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 detect and correct chafing and prevent electrical arcing between the fuel boost pump wiring and the surrounding conduit, which could result in arc-through of the conduit, and consequent fire or explosion of the fuel tank, accomplish the following:

Inspections Required by AD 98–11–52

(a) For all airplanes that have accumulated 50,000 or more total flight hours as of June 29, 1998 (the effective date of AD 98–11–52, amendment 39–10611): Prior to further flight, remove the fuel boost pump wiring from the in-tank conduit for the aft boost pumps in main tanks numbers 1 and 2, and perform a detailed visual inspection to detect damage of the wiring, in accordance with the procedures specified in Boeing Alert Service Bulletin 737–28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Boeing Alert Service Bulletin 737–28A1120, Revision 1, dated May 28, 1998; or Boeing Service Bulletin 737–28A1120, Revision 2, dated November 26, 1998.

(b) For all airplanes that have accumulated less than 50,000 total flight hours as of receipt of telegraphic AD T98–11–51: Prior to the accumulation of 40,000 total flight hours, or within 14 days after June 29, 1998, whichever occurs later, remove the fuel boost pump wiring from the in-tank conduit for the aft boost pumps in main tanks numbers 1 and 2, and perform a detailed visual inspection to detect damage of the wiring, in accordance with the procedures specified in Boeing Alert Service Bulletin 737–28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Revision 1, dated May 28, 1998; or Revision 2, dated November 26, 1998.

(c) For all airplanes: Remove the fuel boost pump wiring from the in-tank conduit for the center tank left and right boost pumps, and perform a detailed visual inspection to detect damage of the wiring, in accordance with the procedures specified in Boeing Alert Service Bulletin 737–28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Revision 1, dated May 28, 1998; or Revision 2, dated November 26, 1998. Accomplish the inspection at the earliest of the times specified in paragraphs (c)(1), (c)(2), and (c)(3).

(1) For Model 737–300, –400, and –500 series airplanes: Inspect prior to the accumulation of 40,000 total flight hours, or within 14 days after June 29, 1998, whichever occurs later.

(2) For Model 737–100 and –200 series airplanes: Inspect prior to the accumulation of 40,000 total flight hours, or within 10 days after June 29, 1998, whichever occurs later.

(3) For all airplanes: Inspect prior to the accumulation of 50,000 total flight hours, or within 5 days after June 29, 1998, whichever occurs later.

(d) For all airplanes: Prior to the accumulation of 30,000 total flight hours or within 45 days after June 29, 1998, whichever occurs later, remove the fuel boost pump wiring from the in-tank conduit for the aft boost pumps in main tanks numbers 1 and 2, and the center tank left and right boost pumps, and perform a detailed visual inspection to detect damage of the wiring, in accordance with the procedures specified in Boeing Alert Service Bulletin 737–28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Revision 1, dated May 28, 1998; or Revision 2, dated November 26, 1998.

Inspection Required by AD 98–19–09

(e) For airplanes that have accumulated 20,000 or more total flight hours and less than 30,000 total flight hours as of October 15, 1998 (the effective date of AD 98–19–09, amendment 39–10751): Within 60 days after October 15, 1998, remove the fuel boost pump wiring from the in-tank conduit for the aft boost pumps in main tanks numbers 1 and 2, and the center tank left and right boost pumps, and perform a detailed visual inspection to detect damage of the wiring; in accordance with the procedures specified in Boeing Alert Service Bulletin 737–28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Revision 1, dated May 28, 1998; or Revision 2, dated November 26, 1998.

New Inspection Requirements

(f) For airplanes that have accumulated less than 20,000 total flight hours as of October

15, 1998: Remove the fuel boost pump wiring from the in-tank conduit for the aft boost pumps in main tanks numbers 1 and 2, and the center tank left and right boost pumps, and perform a detailed visual inspection to detect damage of the wiring; at the earlier of the times specified in paragraphs (f)(1) and (f)(2) of this AD; in accordance with the procedures specified in Boeing Alert Service Bulletin 737–28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Boeing Alert Service Bulletin 737–28A1120, Revision 1, dated May 28, 1998; or Boeing Service Bulletin 737–28A1120, Revision 2, dated November 26, 1998.

(1) Prior to the accumulation of 20,000 total flight hours, or within 60 days after the effective date of this AD, whichever occurs later.

(2) Within 24 months after the effective date of this AD.

(g) For all airplanes: Repeat the inspection required by paragraph (d), (e), or (f) of this AD, as applicable, at intervals not to exceed 30,000 flight hours after initial accomplishment of the applicable inspection.

Corrective Actions

(h) If red, yellow, blue, or green wire insulation cannot be seen through the outer jacket of the electrical cable during any inspection required by this AD: Prior to further flight, accomplish paragraph (h)(1), (h)(2), or (h)(3) of this AD in accordance with procedures specified in Boeing Alert Service Bulletin 737–28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Revision 1, dated May 28, 1998; or Revision 2, dated November 26, 1998.

(1) Install Teflon sleeving over the electrical cable, and reinstall the cable. Or

(2) Reinstall the electrical cable without Teflon sleeving over the cable. Within 500 flight hours after accomplishment of the reinstallation, repeat the inspection described in paragraph (d), (e), or (f) of this AD, as applicable, and install Teflon sleeving over the cable. Or

(3) Replace the electrical cable with new cable without Teflon sleeving. Within 18 months or 6,000 flight hours, whichever occurs first, repeat the inspection specified in paragraph (d), (e), or (f) of this AD, as applicable, and install Teflon sleeving over the cable.

(i) If red, yellow, blue, or green wire insulation can be seen through the outer jacket of the electrical cable during any inspection required by this AD, but no evidence of electrical arcing is found: Prior to further flight, accomplish either paragraph (i)(1) or (i)(2) of this AD in accordance with the procedures specified in Boeing Alert Service Bulletin 737–28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Boeing Alert Service Bulletin 737–28A1120, Revision 1, dated May 28, 1998; or Boeing Service Bulletin 737–28A1120, Revision 2, dated November 26, 1998.

(1) Replace the damaged electrical cable with a new cable, install Teflon sleeving over the cable, and reinstall the cable. Or

(2) Replace the electrical cable with a new cable without Teflon sleeving. Within 18 months or 6,000 flight hours, whichever occurs first, repeat the inspection described in paragraph (d), (e), or (f) of this AD, as applicable, and install Teflon sleeving over the cable.

(j) If any evidence of electrical arcing but no evidence of fuel leakage is found on the removed electrical cable during any inspection required by this AD: Prior to further flight, accomplish paragraphs (j)(1) and (j)(2) of this AD in accordance with the procedures specified in Boeing Alert Service Bulletin 737–28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Boeing Alert Service Bulletin 737–28A1120, Revision 1, dated May 28, 1998; or Boeing Service Bulletin 737–28A1120, Revision 2, dated November 26, 1998.

(1) Verify the integrity of the conduit in accordance with the instructions contained in NSC 03, Revision 1, or Revision 2 of the alert service bulletin. And

(2) Accomplish either paragraph (j)(2)(i) or (j)(2)(ii) of this AD in accordance with the alert service bulletin.

(i) Replace the damaged electrical cable with a new cable, install Teflon sleeving over the cable, and reinstall the cable. Or

(ii) Replace the electrical cable with a new cable without Teflon sleeving. Within 18 months or 6,000 flight hours, whichever occurs first, repeat the inspection described in paragraph (d), (e), or (f) of this AD, as applicable, and install Teflon sleeving over the cable.

(k) If any evidence of fuel is found on the removed electrical cable during any inspection required by this AD: Prior to further flight, accomplish paragraphs (k)(1) and (k)(2) of this AD in accordance with the procedures specified in Boeing Alert Service Bulletin 737–28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Boeing Alert Service Bulletin 737–28A1120, Revision 1, dated May 28, 1998; or Boeing Service Bulletin 737–28A1120, Revision 2, dated November 26, 1998.

(1) Replace the conduit section where electrical arcing was found. And

(2) Accomplish either paragraph (k)(2)(i) or (k)(2)(ii) of this AD.

(i) Replace the damaged electrical cable with a new cable, install Teflon sleeving over the cable, and reinstall the cable. Or

(ii) Replace the electrical cable with a new cable without Teflon sleeving. Within 18 months or 6,000 flight hours, whichever occurs first, repeat the inspection described in paragraph (d), (e), or (f) of this AD, as applicable, and install Teflon sleeving over the cable.

(l) For Groups 1 and 2 airplanes, as identified in Boeing Alert Service Bulletin 737–28A1120, dated April 24, 1998: Concurrent with the first accomplishment of corrective action in accordance with paragraph (h), (i), (j), or (k) of this AD, as applicable, replace the case ground wire with a new wire in accordance with Boeing Alert Service Bulletin 737–28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Boeing Alert Service Bulletin 737–28A1120, Revision 1, dated May 28, 1998; or Boeing Service Bulletin 737–28A1120, Revision 2, dated November 26, 1998.

(m) If any damage specified in paragraph (h), (i), or (j) of this AD is found during the initial inspection required by paragraph (a), (b), (c), (d), (e), or (f) of this AD, as applicable: Within 10 days after accomplishing that initial inspection, accomplish paragraphs (m)(1) and (m)(2) of this AD. 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) Submit any damaged electrical cables and conduits to Boeing, in accordance with Boeing Alert Service Bulletin 737–28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Boeing Alert Service Bulletin 737–28A1120, Revision 1, dated May 28, 1998; or Boeing Service Bulletin 737–28A1120, Revision 2, dated November 26, 1998. Include the serial number of the airplane, the number of total flight hours and flight cycles accumulated on the airplane, and the location of the electrical cable on the airplane.

(2) For airplanes that are inspected after June 29, 1998, submit the serial number of the airplane, the number of total flight hours and flight cycles accumulated on the airplane, and the location of the electrical cable on the airplane to the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; fax (425) 227–1181.

(n)(1) 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 Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. 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.

(n)(2) Alternative methods of compliance, approved previously in accordance with AD 98–11–52 and AD 98–19–09, are approved as alternative methods of compliance with this AD.

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

(o) 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 December 31, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–482 Filed 1–8–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–11–AD]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 737 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Boeing Model 737 series airplanes. This proposal would require inspections of certain bonded skin panel assemblies to detect delamination of the skin doublers (tear straps) from the skin panels; and follow-on corrective actions, if necessary. This proposal is prompted by reports indicating that certain skin doublers were delaminated from their skin panels due to improper processing of certain skin panels. The actions specified by the proposed AD are intended to detect and correct such delamination, which could result in fatigue cracks in the skin doublers and skin panels, and consequent rapid decompression of the airplane.

DATES: Comments must be received by February 25, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–11–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Rick Kawaguchi, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–1153; fax (425) 227–1181.

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 shall 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 summarizing 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 Number 98–NM–11–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, Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–11–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The FAA has received reports indicating that skin doublers (tear straps) were found delaminated from their skin panels on certain Boeing Model 737 series airplanes. These airplanes had accumulated as few as 10,200 total flight cycles. The subject skin doublers and skin panels are installed above stringer S–26 from body station (BS) 259 to BS 1016 on both sides of the airplane. The cause of such delamination in all incidents has been attributed to improper processing during the phosphoric anodize application of the skin panels. This condition, if not detected and corrected, could result in fatigue cracks in the skin doublers and skin panels, and consequent rapid decompression of the airplane.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Service Bulletin 737–53–1179, dated June 22, 1995, as revised by Notice of Status Change (NSC) 737–53–1179 NSC 1, dated August 17, 1995, which describes procedures for performing a one-time internal inspection (terminating inspection) of the bonded skin panel assemblies to detect delamination of the skin doublers from the skin panels; and follow-on corrective actions, if necessary.

The above inspection includes an internal close visual inspection (Figure 3 of the service bulletin), an internal close visual inspection while trying to separate the skin doublers from the skin panels (Figure 3 of the service bulletin), and an ultrasonic inspection (Figure 4 of the service bulletin). The service bulletin recommends that operators perform these inspections on bonded skin panel assemblies, which are composed of skin doublers (tear straps) that are bonded to skin panels located above stringer S–26 from BS 259 to BS 1016 on both sides of the airplane. In lieu of accomplishing the internal close visual inspections of bonded skin panel assemblies (Figure 3 of the service bulletin), the service bulletin describes procedures for performing an internal or external ultrasonic inspection to detect delamination.

The follow-on corrective actions include internal close visual, low frequency eddy current, and high frequency eddy current inspections; and repair, if necessary. The service bulletin recommends that operators perform such inspections to detect corrosion and cracks that may have resulted from any skin doubler delaminating from its skin panel.

The service bulletin also describes procedures for performing repetitive external visual inspections (interim inspection) to detect cracks in skin panels; and repair, if necessary. This service bulletin recommends that operators perform the external visual inspections until accomplishment of the one-time internal inspection described previously.

Boeing has also issued NSC 737–53–1179 NSC 1, dated August 17, 1995. This NSC contains no new technical information but corrects two typographical errors and adds a general note.