presentation of any depictions or displays, of a prurient sexual nature.

3. Section 123.202(a) would be amended by revising the first sentence to read as follows:

§ 123.202 How much can my business borrow with a physical disaster business loan?

(a) Disaster business loans, including both physical disaster and economic injury loans to the same borrower, together with its affiliates, cannot exceed the lesser of the uncompensated physical loss and economic injury or $1.5 million. * * *

4. Section 123.301 would be amended by removing ''gambling'' and ''loan packaging'' in paragraph (a), removing ''or'' at the end of paragraph (c), removing the period and adding ''; or'' at the end of paragraph (d), and adding paragraphs (e), (f), (g), and (h) to read as follows:

§ 123.301 When would my business not be eligible to apply for an economic injury disaster loan?

* * * * *

(e) Deriving more than one-third of gross annual revenue from legal gambling activities;

(f) A loan packager which earns more than one-third of its gross annual revenue from packaging SBA loans;

(g) Principally engaged in teaching, instructing, counselling or indoctrinating religion or religious beliefs, whether in a religious or secular setting; or

(h) Primarily engaged in political or lobbying activities.

Dated: April 14, 1998.

Aida Alvarez,

Administrator.

[FR Doc. 98–10757 Filed 4–22–98; 8:45 am]

BILLING CODE 8025–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–102–AD]

RIN 2120–AA64

Airworthiness Directives; Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 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 all Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes. This proposal would require a one-time detailed visual inspection of the forward fuel feed lines in the left- and right-hand engine nacelles for chafing; replacement of damaged parts with serviceable parts; and modification of the supports and improved routing for the high- and low-tension leads of the inboard ignition units. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent chafing on the forward fuel feed lines, which could result in fuel leakage and consequent increased risk of fire in the engine nacelles.

DATES: Comments must be received by May 26, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–102–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 Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2110; fax (425) 227–1149.

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–102–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–102–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, notified the FAA that an unsafe condition may exist on all Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes. The RLD advises that it has received a report of fuel leakage from the right-hand engine nacelle on a Fokker F27 Mark 500RF series airplane. Further investigation revealed that the leak was caused by a small hole in the forward fuel feed line in the engine nacelle. Closer examination showed that the hole was caused by interference between the high-tension leads of the nearby ignition unit and the affected fuel feed line. One lead appeared to be incorrectly supported, resulting in chafing and subsequent damage to the fuel feed line. Such chafing, if not corrected, could result in fuel leakage and consequent increased risk of fire in the engine nacelles.

Explanation of Relevant Service Information

The manufacturer has issued Fokker Service Bulletin F27/28–62, dated September 1, 1997, which describes procedures for a one-time detailed visual inspection of the forward fuel feed lines in the left- and right-hand engine nacelles for chafing; replacement of damaged parts with serviceable parts; and modification of the supports and improved routing for the high- and low-tension leads of the inboard ignition

units. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition. The RLD classified this service bulletin as mandatory and issued Dutch airworthiness directive BLA 1997–094 (A), dated September 30, 1997, in order to assure the continued airworthiness of these airplanes in the Netherlands.

FAA's Conclusions

These airplane models are manufactured in the Netherlands and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the RLD has kept the FAA informed of the situation described above. The FAA has examined the findings of the RLD, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require accomplishment of the actions specified in the service bulletin described previously, except as discussed below.

Differences Between Proposed Rule and the Relevant Service Information

Operators should note that, unlike the procedures described in Fokker Service Bulletin F27/28–62, this proposed AD would not permit further flight if interference or damage is detected between the specified forward fuel lines and ignition high-tension leads. The FAA has determined that, because of the safety implications and consequences associated with such interference and damage, any related damage that is found during the inspection must be corrected prior to further flight.

Cost Impact

The FAA estimates that 34 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 1 work hour per airplane to accomplish the proposed inspection, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the inspection proposed by this AD on U.S. operators is estimated to be $2,040, or $60 per airplane.

It would take approximately 4 work hours per airplane to accomplish the proposed modification, at an average labor rate of $60 per work hour. The cost of required parts would be minimal. Based on these figures, the cost impact of the modification proposed by this AD on U.S. operators is estimated to be $8,160, or $240 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the 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 adding the following new airworthiness directive:

Fokker Services B.V.: Docket 98–NM–102–AD.

Applicability: All Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 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 (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 chafing on the forward fuel feed lines, which could result in fuel leakage and consequent increased risk of fire in the engine nacelles, accomplish the following:

(a) Within 6 months after the effective date of this AD, perform a one-time detailed visual inspection of the left- and right-hand engine nacelles for chafing of the forward fuel feed lines by the high- and low-tension leads of the inboard ignition units, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin F27/28–62, dated September 1, 1997. If any chafing is detected, prior to further flight, replace the fuel line with a new fuel line in accordance with Part 1 of the Accomplishment Instructions of the service bulletin.

(b) Within 6 months after the effective date of this AD, modify the supports and reroute the high- and low-tension leads of the inboard ignition units, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin F27/28–62, dated September 1, 1997.

(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, International Branch, ANM–116, 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, International Branch, ANM–116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM–116.

(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.

Note 3: The subject of this AD is addressed in Dutch airworthiness directive BLA 1997–094 (A), dated September 30, 1997.

Issued in Renton, Washington, on April 16, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–10755 Filed 4–22–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–CE–72–AD]

RIN 2120–AA64

Airworthiness Directives; All Models of The New Piper Aircraft, Inc. (Formerly Piper Aircraft Corporation) Airplanes Equipped With Wing Lift Struts

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede Airworthiness Directive (AD) 93–10–06, which currently applies to all models of The New Piper Aircraft, Inc. (Piper) airplanes equipped with wing lift struts. AD 93–10–06 requires repetitively inspecting the wing lift struts and wing lift strut forks for cracks or corrosion, and replacing any strut or fork found cracked or corroded. The proposed AD results from reports, questions, and information received from the field on AD 93–10–06, which show a need to clarify and add information that will more fully achieve the safety intent of that AD. This action clarifies certain requirements of AD 93–10–06, eliminates the lift strut fork repetitive inspection requirement on the Piper PA–25 series airplanes, incorporates models inadvertently omitted from AD 93–10–06, and requires fabricating and installing a placard on the lift strut. The actions specified by the proposed AD are intended to prevent in-flight separation of the wing from the airplane caused by corroded wing lift struts or cracked wing lift forks, which could result in loss of control of the airplane.

DATES: Comments must be received on or before July 1, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 96–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.

The service bulletins referenced in this AD may be obtained from The New Piper Aircraft, Inc., Customer Services, 2926 Piper Drive, Vero Beach, Florida 32960. Copies of the instructions to the Jensen Aircraft STC's may be obtained from Jensen Aircraft, Inc., 9225 County Road 140, Salida, Colorado 81201. Copies of the instructions to the F. Atlee Dodge STC may be obtained from F. Atlee Dodge, Aircraft Services, Inc., P.O. Box 190409, Anchorage, Alaska 99519–0409. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: William O. Herderich, Aerospace Engineer, FAA, Atlanta Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703–6084; facsimile: (770) 703–6097.

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. 96–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. 96–CE–72–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

AD 93–10–06, Amendment 39–8586 (58 FR 29965, May 25, 1993), currently requires the following on Piper airplane models equipped with wing lift struts: repetitively inspecting the wing lift struts and wing lift strut forks for cracks or corrosion, and replacing any strut or fork found cracked or corroded. AD 93–10–06 provides the option of installing certain lift struts and forks as terminating action for the repetitive inspection requirement. Accomplishing the actions required by AD 93–10–06 is in accordance with Piper Service Bulletin No. 528D, dated October 19, 1990, or Piper Service Bulletin No. 910A, dated October 10, 1989, as applicable.

AD 93–10–06 resulted from reports of corroded wing lift struts and cracked wing lift strut forks on several Piper airplanes.

Actions Since Issuance of Previous Rule

AD 93–10–06 requires inspecting the wing lift struts in accordance with Piper Service Bulletin (SB) No. 528D, dated October 19, 1990, and Piper SB No. 910A, dated October 10, 1989. These SB's specify these inspections using a Maule ''fabric tester.'' After reviewing data submitted with requests from operators of the affected airplanes for alternative inspection methods, the FAA has determined that an alternative non-destructive inspection method for the wing lift struts is available through the use of ultrasonic equipment. The FAA worked with a research facility to develop ultrasound inspection procedures for the wing lift struts.

The FAA inadvertently mandated the inspections of the lift strut forks on Piper PA–25 series airplanes through AD 93–10–06. Lift strut fork inspections are not necessary for Piper PA–25 series airplanes. In addition, the FAA inadvertently omitted certain models equipped with lift struts. These models (referenced in Piper SB 528D) are equipped with lift strut assemblies of the same type design and therefore should be subjected to the repetitive inspection requirement of AD 93–10–06.

Piper equipped all of the affected airplanes with a ''No Step'' placard on the wing lift struts. The reason for this placard is to assure that no person steps on the wing lift struts and puts excessive pressure on the struts, which could result in fatigue failure. The intent was to include in AD 93–10–06