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:

98–08–15 Boeing: Amendment 39–10464. Docket 98–NM–83–AD.

Applicability: Model 747–100, –200, and –300 series airplanes having line positions 1 through 886 inclusive, certificated in any category; excluding airplanes on which the strut/wing modification has been accomplished in accordance with AD 95–13–07, amendment 39–9287; or AD 95–10–16, amendment 39–9233; and excluding airplanes designated as Group 5 in Boeing Service Bulletin 747–54A2179, Revision 2, dated December 4, 1997.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (e) 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 fatigue cracking or stress corrosion of certain areas of the wing strut (the midspar fitting vertical leg, aft bulkhead vertical chords, the midspar webs, and the canted closure webs), which could cause failure of the strut-to-wing interface, and consequent separation of the engine and strut from the airplane; accomplish the following:

(a) Perform detailed visual and/or borescope inspections to detect fatigue cracking, stress corrosion, or fracture of the midspar fitting vertical legs, the aft torque bulkhead vertical chords, the midspar webs and the midspar canted closure webs at the time specified in paragraph (a)(1), (a)(2), or (a)(3) of this AD, as applicable; in accordance with Part III of Section III of the Accomplishment Instructions of Boeing Alert Service Bulletin 747–54A2179, Revision 2, dated December 4, 1997. Thereafter, repeat the inspections in accordance with and at the times specified in the alert service bulletin.

(1) For airplanes identified as Group 1 in the alert service bulletin: Perform the inspections on the inboard struts and the outboard struts, prior to the accumulation of 5,000 total landings, or within 90 days after the effective date of this AD, whichever occurs later.

(2) For airplanes identified as Group 6 in the alert service bulletin: Perform the inspections on the inboard struts, prior to the accumulation of 5,000 total landings or within 90 days after the effective date of this AD, whichever occurs later.

(3) For airplanes identified as Groups 2, 3, and 4 in the alert service bulletin: Perform the inspections on the inboard struts, prior to the accumulation of 12,000 total landings, or within 90 days after the effective date of this AD, whichever occurs later.

(b) If any fatigue cracking, stress corrosion, or fracturing is detected during any inspection required by paragraph (a) of this AD that is within the limits specified in Boeing Alert Service Bulletin 747–54A2179, Revision 2, dated December 4, 1997, prior to further flight, repair in accordance with the alert service bulletin.

(c) If any fatigue cracking, stress corrosion, or fracturing is detected during any inspection required by paragraph (a) of this AD that is beyond the limits specified in Boeing Alert Service Bulletin 747–54A2179, Revision 2, dated December 4, 1997, prior to further flight, accomplish corrective actions in accordance with a method approved by the Manager, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office (ACO), Seattle, Washington.

(d) Accomplishment of the strut/wing modification specified in paragraph (d)(1) or (d)(2) of this AD, as applicable, constitutes terminating action for the requirements of this AD.

(1) For airplanes equipped with General Electric Model CF6–45 or –50 series engines, or Pratt & Whitney Model JT9D–70 series engines: Accomplish the strut/wing modification in accordance with Boeing Alert Service Bulletin 747–54A2158, Revision 2, dated August 15, 1996.

(2) For airplanes equipped with Pratt & Whitney Model JT9D series engines (excluding Model JT9D–70 engines): Accomplish the strut/wing modification in accordance with Boeing Alert Service Bulletin 747–54A2159, Revision 2, dated March 14, 1996.

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

(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) Except as provided by the requirements of paragraph (c) of this AD, the actions and the terminating modifications shall be done in accordance with Boeing Alert Service Bulletin 747–54A2179, Revision 2, dated December 4, 1997; Boeing Service Bulletin 747–54A2158, Revision 2, dated August 15, 1996; and Boeing Service Bulletin 747–54A2159, Revision 2, dated March 14, 1996.

(1) The detailed visual and borescope inspections shall be done in accordance with Boeing Alert Service Bulletin 747–54A2179, Revision 2, dated December 4, 1997. The incorporation by reference of that service bulletin was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The strut/wing modification, if accomplished, shall be done in accordance with the Boeing Alert Service Bulletins listed in the following table. The incorporation by reference of those documents was approved previously by the Director of the Federal Register on January 22, 1997 (61 FR 66201, December 17, 1996):

Referenced service bulletin	Revision level	Date
747–54A2158	2	Aug. 15, 1996.
747–54A2159	2	March 14, 1996.

(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.

(h) This amendment becomes effective on April 28, 1998.

Issued in Renton, Washington, on April 6, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–9589 Filed 4–10–98; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–AWP–8]

Modification of Class E Airspace; Globe, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class E airspace area at Globe, AZ. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing the Global Positioning System (GPS) Runway (RWY) 27 Standard Instrument Approach Procedure (SIAP) at San Carlos Apache Airport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations San Carlos Apache Airport, Globe, AZ.

EFFECTIVE DATE: 0901 UTC August 13, 1998.

FOR FURTHER INFORMATION CONTACT:

Larry Tonish, Airspace Specialist, Airspace Branch, AWP–520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725–6539.

SUPPLEMENTARY INFORMATION:

History

On February 18, 1998, the FAA proposed to amend 14 CFR part 71 by modifying the Class E airspace area at Globe, AZ (63 FR 8152). Additional controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the GPS RWY 27 SIAP at San Carlos Apache Airport. This action will provide adequate controlled airspace for IFR operations at San Carlos Apache Airport, Globe, AZ.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies the Class E airspace area at Globe, AZ. The development of a GPS SIAP has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 27 SIAP at San Carlos Apache Airport, Globe, AZ.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth

* * * * *

AWP AZ E5 Globe, AZ [Revised]

San Carlos Apache Airport, AZ
(lat. 33°21′10″N, long. 110°39′51″W)

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 33°25′00″N, long. 110°33′34″W; to lat. 33°25′00″N, long. 110°09′00″W; to lat. 33°09′00″W, long. 110°20′00″W; to lat. 33°15′45″N, long. 110°35′34″W, thence clockwise along the 6.5-mile radius of the San Carlos Apache Airport, to the point of beginning.

* * * * *

Issued in Los Angeles, California on April 1, 1998.

Sherry Avery,

Acting Assistant Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 98–9644 Filed 4–10–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 96–AWP–3]

Establishment of Class E Airspace; Apple Valley, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class E airspace area at Apple Valley, CA. The development of a Global Positioning System (GPS) Runway (RWY) 18 Standard Instrument Approach Procedure (SIAP) has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Apple Valley Airport, Apple Valley, CA.

EFFECTIVE DATE: 0901 UTC June 18, 1998.

FOR FURTHER INFORMATION CONTACT: Larry Tonish, Airspace Specialist, Airspace Branch, AWP–520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725–6539.

SUPPLEMENTARY INFORMATION:

History

On May 30, 1997, the FAA proposed to amend 14 CFR part 71 by establishing a Class E airspace area at Apple Valley, CA (62 FR 29312). This action will provide adequate controlled airspace to accommodate the GPS RWY 18 SIAP at Apple Valley Airport, Apple Valley, CA.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 establishes a Class E airspace area at Apple Valley, CA. The development of a GPS SIAP has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 18 SIAP at Apple Valley Airport, Apple Valley, CA.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a