

regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

#### 98-16-17 Cessna Aircraft Company:

Amendment 39-10693. Docket 98-NM-208-AD.

**Applicability:** All Model 750 Citation X 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 (b) 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 internal water contamination and corrosion damage of the secondary horizontal stabilizer trim actuator, which could result in simultaneous failure of both primary and secondary pitch trim systems, and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 10 days after the effective date of this AD, perform an in-flight functional test to verify proper operation of the secondary horizontal stabilizer pitch trim system, in accordance with Cessna Alert Service Bulletin ASB750-27-22, dated July 2, 1998.

(1) If the secondary trim system does not fail during the in-flight functional test, repeat the action thereafter at intervals not to exceed 30 days.

(2) If the secondary trim system fails during the in-flight functional test, prior to next flight, inspect the actuator components and clutch assemblies for evidence of internal water contamination or corrosion damage in accordance with the alert service bulletin. If any evidence of internal water contamination or corrosion damage is detected, prior to further flight, repair in accordance with the alert service bulletin. Repeat the in-flight functional test thereafter at intervals not to exceed 30 days.

(b) 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, Wichita Aircraft Certification Office (ACO), FAA, Small 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, Wichita ACO.

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

(c) 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.

(d) The actions shall be done in accordance with Cessna Alert Service Bulletin ASB750-27-22, dated July 2, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on August 24, 1998.

Issued in Renton, Washington, on July 29, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-20836 Filed 8-6-98; 8:45 am]

BILLING CODE 4910-13-U

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-227-AD; Amendment 39-10694; AD 98-16-18]

RIN 2120-AA64

#### Airworthiness Directives; Learjet Model 60 Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to certain Learjet Model 60 airplanes. This action requires repetitive measurements of the brake wear dimension between the housing subassembly and the pressure plate that is adjacent to the top pistons of the brake assembly; and follow-on corrective actions, if necessary. This amendment is prompted by reports of abnormal (uneven) brake wear. The actions specified in this AD are intended to detect and repair an abnormal brake wear condition, which could result in loss of brake effectiveness and cause the airplane to leave the runway surface.

**DATES:** Effective August 24, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 24, 1998.

Comments for inclusion in the Rules Docket must be received on or before October 6, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-227-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Aircraft Braking Systems Corporation, 1204 Massillon, Akron, Ohio 44306. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Paul C. DeVore, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4142; fax (316) 946-4407.

**SUPPLEMENTARY INFORMATION:** The FAA has received reports from Learjet of an abnormal brake wear condition on certain Learjet Model 60 airplanes. Subsequent investigation, conducted by Aircraft Braking Systems Corporation (ABS) (the manufacturer of the brakes), revealed an abnormal (uneven) brake

wear condition of the friction material (friction mix) on the rotating disks. The uneven wear has been attributed to thermal gradients within the brake stack of the ABS brake assembly. Such abnormal brake wear, if not corrected, could result in loss of brake effectiveness, which could cause the airplane to leave the runway surface.

#### Explanation of Relevant Service Information

The FAA has reviewed Aircraft Braking Systems Service Bulletin LEAR60-32-03, dated March 5, 1998, which describes procedures for repetitive measurements of the brake wear dimension between the housing subassembly and the pressure plate that is adjacent to the top pistons of the brake assembly; and follow-on corrective actions, if necessary. These follow-on actions include performing a visual inspection to detect abnormal wear of the friction mix on the rotating disks, and replacing both rotating disks with new disks, if necessary; and replacing the disk stack with a new disk stack or overhauling it. Accomplishment of certain actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

#### Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to detect and repair an abnormal (uneven) brake wear condition, which could result in loss of brake effectiveness and cause the airplane to leave the runway surface. This AD requires accomplishment of certain actions specified in the service bulletin described previously.

Operators should note that the service bulletin lists other actions in addition to those described previously. The FAA considers these additional actions to be routine maintenance and therefore has not specified their performance in this AD.

#### Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not

preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption ADDRESSES. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-NM-227-AD." The postcard will be date stamped and returned to the commenter.

#### Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be

significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket.

A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

**98-16-18 Learjet:** Amendment 39-10694. Docket 98-NM-227-AD.

*Applicability:* Model 60 airplanes equipped with Aircraft Braking Systems (ABS) brake assemblies having part number 5003096-7, 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 detect and repair an abnormal (uneven) brake wear condition, which could result in loss of brake effectiveness and cause the airplane to leave the runway surface, accomplish the following:

(a) Within 10 flight hours after the effective date of this AD, measure the brake wear dimension between the housing subassembly and the pressure plate that is adjacent to the top pistons of the brake assembly, in accordance with ABS Service Bulletin LEAR60-32-03, dated March 5, 1998.

(1) If the dimension is less than 0.359 inch (9.12 mm), thereafter repeat the measurement at intervals not to exceed 25 flight cycles.

(2) If the dimension is equal to or greater than 0.359 inch (9.12 mm) and less than 0.464 inch (11.79 mm), prior to further flight, perform a visual inspection to detect abnormal wear of the friction mix on the rotating disks, in accordance with the service bulletin.

(i) If the friction mix is not worn to the disk cores on either disk, thereafter repeat the measurement at intervals not to exceed 25 flight cycles.

(ii) If the friction mix is worn to the disk core on either disk, replace both rotating disks with new disks in accordance with the service bulletin. Thereafter, repeat the measurement at intervals not to exceed 25 flight cycles.

(3) If the dimension is greater than or equal to 0.464 inch (11.769 mm), replace the disk stack with a new disk stack or overhaul it, in accordance with the service bulletin. Thereafter, repeat the measurement at intervals not to exceed 25 flight cycles.

(b) As of the effective date of this AD, no person shall install on any airplane a used ABS brake assembly, part number 5003096-7, unless it has been inspected and applicable corrective actions have been performed in accordance with the requirements of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA, Small 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, Wichita ACO.

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

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The actions shall be done in accordance with Aircraft Braking Systems Corporation Service Bulletin LEAR60-32-03, dated March 5, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on August 24, 1998.

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

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 98-20970 Filed 8-6-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-180-AD; Amendment 39-10695; AD 98-16-19]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 747 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to all Boeing Model 747 series airplanes. This action requires, for certain airplanes, revising the Airplane Flight Manual (AFM) to advise the flightcrew of limitations on dry (no fuel) operation of the override/jettison pumps of the center wing fuel tank. This action also requires repetitive inspections for wear or damage of the inlet check valves and inlet adapters of the override/jettison pumps, and replacement of the check valves and pumps with new or serviceable parts, if necessary. Such replacement terminates the AFM revision. This amendment is prompted by a report that inlet adapters of override/jettison pumps were found to be worn excessively, which allowed contact to occur between the inlet check valve and the inducer. The actions specified in this AD are intended to ensure that the flightcrew is advised of the hazards of dry operation of the override/jettison pumps of the center wing fuel tank, and to detect and correct wear or damage to the inlet check valves and inlet adapters of the override/jettison pumps; such conditions, if not corrected, could result in a fire or explosion in the fuel tank during dry operation.

**DATES:** Effective August 24, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 24, 1998.

Comments for inclusion in the Rules Docket must be received on or before October 6, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-180-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the 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.

**FOR FURTHER INFORMATION CONTACT:** Sulmo Mariano, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2686; fax (425) 227-1181.

**SUPPLEMENTARY INFORMATION:** The FAA has received a report indicating that, during an inspection of the fuel system on a Boeing Model 747-400 series airplane, inlet adapters of the override/jettison pumps of the center wing fuel tank were found to be worn. Two of the inlet adapters had worn down enough to cause damage to the rotating blades of the inducer. The inlet check valves also had significant damage. Another operator reported damage to the inlet adapter that was so severe that contact had occurred between the steel disk of the inlet check valve and the steel screw that holds the inducer in place. (Such wear conditions were not found on the override/jettison pumps of the center wing fuel tank that were recovered from a Model 747-400 series airplane involved in an accident, in which the airplane broke up shortly after takeoff from John F. Kennedy International Airport in Jamaica, New York, on July 17, 1996. In addition, those pumps are not believed to have been operating on the accident airplane during that flight because mission fuel had not been loaded into the center tank.)

Wear to the inlet adapters has been attributed to contact between the inlet check valve and the adapter. Vibration, possibly due to oscillations of the fuel flow, causes wear to both the stainless steel disk of the inlet check valve and the inlet adapter. The wear to the inlet adapter is accelerated by the steel disk of the check valve chafing against the edge of the adapter. Such excessive wear of the inlet adapter can lead to contact between the inlet check valve and inducer, which could result in pieces of the check valve being ingested