

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:

Boeing: Docket 97-NM-138-AD.

Applicability: Model 747-400 series airplanes; as listed in Boeing Alert Service Bulletin 747-24A2214, dated June 19, 1997; certificated in any category.

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 (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 prevent the auxiliary power unit (APU) from overheat and heat damage due to an improperly installed/maintained APU battery ground, accomplish the following:

(a) Within 6 months after the effective date of this AD, reconfigure the APU battery grounds to a dual-direct ground, single-lug configuration, in accordance with Boeing Alert Service Bulletin 747-24A2214, dated June 19, 1997.

(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, 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.

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

Issued in Renton, Washington, on November 18, 1997.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-30868 Filed 11-24-97; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-11-AD]

RIN 2120-AA64

Airworthiness Directives; Lockheed Model L-1011-385 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to all Lockheed Model L-1011-385 series airplanes, that currently requires inspections to detect cracking and other discrepancies of certain web-to-cap

fasteners of the rear spar between inner wing stations (IWS) 310 and 343, and of the web area around those fasteners; and various follow-on actions. That AD also provides for an optional modification, which, if accomplished, would defer the initiation of the inspections for a certain period of time. This action would require accomplishment of the previously optional modification. This proposal is prompted by an FAA determination that the optional terminating modification specified in the existing AD must be accomplished within a specified period of time to ensure an acceptable level of safety of the affected fleet. The actions specified by the proposed AD are intended to prevent fatigue cracking in the web of the rear spar of the wing, which could result in failure of the rear spar of the wing and consequent fuel spillage.

DATES: Comments must be received by January 5, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-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 Lockheed Aeronautical Systems Support Company (LASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia.

FOR FURTHER INFORMATION CONTACT: Thomas Peters, Aerospace Engineer, Systems and Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30337-2748; telephone (770) 703-6063; fax (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 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 97-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-103, Attention: Rules Docket No. 97-NM-11-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On June 5, 1996, the FAA issued AD 96-12-24, amendment 39-9667 (61 FR 29642, June 12, 1996), applicable to all Lockheed Model L-1011-385 series airplanes, to require repetitive visual inspections to detect cracking and other discrepancies of certain web-to-cap fasteners of the rear spar between inner wing stations (IWS) 310 and 343, and of the web area around those fasteners; and various follow-on actions. That action also provides for an optional modification, which, if accomplished, would allow the initiation of the visual inspections to be deferred for a certain period of time. That action was prompted by a report of fatigue cracking in the web of the rear spar of the wing. The requirements of that AD are intended to prevent such fatigue cracking, which could result in failure of the rear spar of the wing and consequent fuel spillage.

Actions Since Issuance of Previous Rule

Since the issuance of AD 96-12-24, the FAA has determined that the optional terminating modification specified in the existing AD must be required to be accomplished within a specified period of time to reduce the

possibility of fatigue cracking remaining undetected and to ensure an acceptable level of safety of the affected fleet.

Lockheed Service Bulletin 093-57-218, which is referenced in the existing AD as the appropriate source of service information, does not recommend a limit on the number of inspections to be accomplished prior to installation of the modification. Table I of the service bulletin recommends that the inspections be accomplished at short repetitive intervals, which range from 60 to 180 landings.

The FAA finds that the possibility of maintenance errors during inspection could result in a net degradation in airplane safety if the inspections are performed in accordance with the schedule set forth in the service bulletin. The FAA considers that accomplishment of continuous inspections at the short inspection intervals specified in the service bulletin increases the risk that fatigue cracking could remain undetected. Consequently, the FAA has determined that the previously optional modification must be accomplished to ensure an acceptable level of safety. Following accomplishment of the modification, inspection must resume after the accumulation of no more than 5,000 landings.

Explanation of Relevant Service Information

Since the issuance of AD 96-12-24, the FAA has reviewed and approved Lockheed Service Bulletin 093-57-218, Revision 1, dated September 9, 1996. This service bulletin revision describes procedures for inspections to detect cracking and other discrepancies of certain web-to-cap fasteners of the rear spar, and for modification of the web-to-cap fastener holes, in an expanded area of the IWS (i.e., IWS 299 through IWS 343). In all other respects, Revision 1 of the service bulletin is essentially the same as the original issue.

Additionally, the FAA has reviewed and approved several other Lockheed service bulletins, listed below, which provide options for accomplishment of certain modifications in lieu of that specified in Lockheed Service Bulletin 093-57-218. If accomplished, these modifications would allow the repetitive inspections to be deferred for specified periods of time.

For Lockheed Model L-1011-385-3 series airplanes:

- Lockheed Service Bulletin 093-57-203, Revision 3, dated October 28, 1991; as amended by Change Notifications 093-57-203, R3-CN1, dated June 22, 1992; 093-57-203, R3-CN2, dated

February 15, 1993; and 093-57-203, R3-CN3, dated September 15, 1994.

- Lockheed Service Bulletin 093-57-215, dated April 11, 1996. For Lockheed Model L-1011-385-1 series airplanes:

- Lockheed Service Bulletin 093-57-184, Revision 6, dated October 28, 1991, as amended by Change Notifications 093-57-184, R6-CN1, dated June 22, 1992, and 093-57-184, R6-CN2, dated December 14, 1992.

- Lockheed Service Bulletin 093-57-184, Revision 7, dated December 6, 1994, as amended by Change Notifications 093-57-184, R7-CN1, dated August 22, 1995, 093-57-184, R7-CN2, dated February 20, 1996, and 093-57-184, R7-CN3, dated April 4, 1996; and Lockheed Service Bulletin 093-57-212, dated November 14, 1994, as amended by Change Notification 093-57-212, CN1, dated September 27, 1995.

- Lockheed Service Bulletin 093-57-196, Revision 5, dated October 28, 1991, as amended by Change Notification 093-57-196, R5-CN1, dated June 22, 1992; and Lockheed Service Bulletin 093-57-212, dated November 14, 1994, as amended by Change Notification 093-57-212, CN1, dated September 27, 1995.

- Lockheed Service Bulletin 093-57-196, Revision 6, dated December 6, 1994, as amended by Change Notification 093-57-196, R6-CN1, dated August 22, 1995, 093-57-196, R6-CN2, dated February 20, 1996, and 093-57-196, R6-CN3, dated May 21, 1996.

A description of each service bulletin follows:

- Lockheed Service Bulletin 093-57-203. This service bulletin describes procedures for modification of the upper and lower caps of the rear spar between IWS 228 and IWS 346. The modification involves removal of fasteners, reaming of fastener holes, performing an eddy current inspection, removing crack indications, cold working the holes, installing oversize fasteners, adding angle reinforcements to the upper caps, and adding doublers at the rear spar and main landing gear fitting joint.

- Lockheed Service Bulletin 093-57-215: This service bulletin describes procedures for modification of the left and right wing rear spars. The modification entails cold working the fasteners, installing new oversized fasteners (if necessary), adding structure reinforcements to the lower caps, and adding new upper caps and webs at the rear spar and main landing gear fitting joint.

- Lockheed Service Bulletins 093-57-184 and 093-57-212. These service

bulletins describe procedures for modification of the inboard and outboard rear spars, respectively. Modification of the inboard spar web entails removing the entire web inboard to IWS 228.774 and replacing it with a new web portion; adding new upper caps and stiffeners in both wings, cold working certain fastener holes, and removing certain existing fasteners for eddy current hole inspection. Modification of the outboard spar web involves performing an eddy current inspection of the fastener holes, cold working specific fastener holes (if no cracking is found), repairing any crack found, and installing a new outboard web section.

- Lockheed Service Bulletin 093-57-196. This service bulletin describes procedures for modification of the inboard rear spar, which includes removing the entire web inboard to IWS 228.774 and replacing it with a new web portion; adding new upper caps and stiffeners in both wings, cold working certain fastener holes, and removing certain existing fasteners for eddy current hole inspection.

Accomplishment of the actions specified in the service bulletins 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 96-12-24 to continue to require inspections to detect cracking and other discrepancies of certain web-to-cap fasteners of the rear spar between IWS 310 and IWS 343, and of the web area around those fasteners; and various follow-on actions. This proposed AD would require accomplishment of the previously optional modification, which, when accomplished, will defer the initiation of the inspections for a certain period of time. The proposed AD also provides for additional options for accomplishment of the previously optional modification, which also defer the inspections for certain specified periods of time. The actions would be required to be accomplished in accordance with the service bulletin described previously.

Differences Between the Service Bulletin and This Proposed AD

Operators should note that Revision 1 of Lockheed Service Bulletin 093-57-218 expands the inspection area to include IWS 299 through IWS 310. However, the FAA has determined that the various X-ray, eddy current, and

ultrasonic inspections of certain areas of the rear spar caps, web, skin, and fastener holes required by AD 96-07-13, amendment 39-9563 (61 FR 16379, April 15, 1996), adequately address fatigue cracking in the expanded area specified in Revision 1 of the service bulletin. Therefore, this proposed AD does not require inspection of that expanded area. However, the FAA finds that accomplishment of the proposed modification in the expanded area, as recommended in the service bulletin, is necessary to ensure an acceptable level of safety.

Cost Impact

There are approximately 235 Lockheed Model L-100-385 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 117 airplanes of U.S. registry would be affected by this proposed AD.

The actions that are currently required by AD 96-12-24 take approximately 13 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$91,260, or \$780 per airplane.

The new actions that are proposed in this AD action would take approximately 100 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed requirements of this AD on U.S. operators is estimated to be \$702,000, or \$6,000 per airplane.

The cost impact figures discussed above are 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 39-9667 (61 FR 29642, June 12, 1996), and by adding a new airworthiness directive (AD), to read as follows:

Lockheed: Docket 97-NM-11-AD.

Supersedes AD 96-12-24, Amendment 39-9667.

Applicability: All Model L-1011-385 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 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 (h)(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 prevent fatigue cracking on the web of the rear spar of the wing, which could result in failure of the rear spar of the wing and consequent fuel spillage, accomplish the following:

Restatement of Requirements of AD 96-12-24

(a) Perform a visual inspection to detect signs of cracking and other discrepancies (i.e., corrosion, fastener looseness, nicks,

scratches, or other surface damage) of the web-to-cap fasteners of the rear spar between inner wing stations (IWS) 310 and 343, as specified in Figure 2 of Lockheed Service Bulletin 093-57-218, dated April 11, 1996, or Revision 1, dated September 9, 1996; and of the web area around those fasteners; in accordance with Part I of the Accomplishment Instructions of that service bulletin. Perform the inspection at the applicable time specified in paragraph (a)(1) or (a)(2) of this AD.

(1) Except as provided by paragraph (a)(2) of this AD: Perform the initial inspection prior to the accumulation of the number of landings specified as the "inspection threshold" in Table I of Lockheed Service Bulletin 093-57-218, dated April 11, 1996, or Revision 1, dated September 9, 1996, or within 10 days after June 27, 1996 (the effective date of AD 96-12-24), whichever occurs later.

(2) For airplanes on which the wing rear spar has been modified prior to June 27, 1996, in accordance with one of the Lockheed service bulletins listed in paragraph (a)(2)(ii) of this AD, accomplish the inspection as follows:

(i) Perform the initial inspection prior to the accumulation of the number of landings specified as the "inspection threshold" in Table I of Lockheed Service Bulletin 093-57-218, dated April 11, 1996, or Revision 1, dated September 9, 1996, calculated from the time the wing rear spar was modified (rather than from the date of manufacture of the airplane), or within 10 days after June 27, 1996, whichever occurs later.

(ii) This paragraph applies to airplanes on which the wing rear spar has been modified in accordance with one of the following service bulletins:

- Lockheed Service Bulletin 093-57-184, Revision 6, dated October 28, 1991, or Revision 7, dated December 6, 1994; or
- Lockheed Service Bulletin 093-57-196, Revision 5, dated October 28, 1991, or Revision 6, dated December 6, 1994; or
- Lockheed Service Bulletin 093-57-203, Revision 3, dated October 28, 1991, or Revision 4, dated March 27, 1995; or
- Lockheed Service Bulletin 093-57-215, dated April 11, 1996.

(b) If no sign of cracking or other discrepancy is found during the inspection required by paragraph (a) of this AD, repeat that inspection thereafter at intervals not to exceed the number of landings specified as the "repeat visual inspection interval" in Table I of Lockheed Service Bulletin 093-57-218, dated April 11, 1996, or Revision 1, dated September 9, 1996.

(c) If any sign of cracking is found during an inspection required by paragraph (a) or (b) of this AD, prior to further flight, perform either eddy current surface scan (ECSS) inspections, or bolt hole eddy current (BHEC) inspections, as appropriate, to confirm cracking, in accordance with Lockheed Service Bulletin 093-57-218, dated April 11, 1996, or Revision 1, dated September 9, 1996.

(1) If no cracking is confirmed, repeat the inspection specified in paragraph (a) of this AD at intervals not to exceed the number of landings specified as the "repeat visual inspection interval" in Table I of the service bulletin.

(2) If any cracking is confirmed, prior to further flight, repair it in accordance with the service bulletin.

New Requirements of This AD

(d) Except as provided by paragraph (e) or (f) of this AD, as applicable: Within 12 months after the effective date of this AD, modify the web-to-cap fastener holes of the rear spar between IWS 299 and IWS 343 in accordance with Part II of the Accomplishment Instructions of Lockheed Service Bulletin 093-57-218, Revision 1, dated September 9, 1996. Within 5,000 landings following accomplishment of the modification, perform the visual inspection required by paragraph (a) of this AD.

Thereafter, repeat that inspection at intervals not to exceed the number of landings specified as the "repeat visual inspection interval" in Table I of Lockheed Service Bulletin 093-57-218, Revision 1, dated September 9, 1996.

(e) For Model L-1011-385-3 series airplanes: Accomplishment of the modifications specified in paragraph (e)(1) or (e)(2) of this AD, within 12 months after the effective date of this AD, constitutes an acceptable alternative to the modification specified in paragraph (d) of this AD.

(1) Modify the upper and lower caps of the rear spar between IWS 228 and IWS 346 in accordance with Part I of the Accomplishment Instructions of Lockheed Service Bulletin 093-57-203, Revision 3, dated October 28, 1991. Within 5,000 landings following accomplishment of the modification, perform the visual inspection required by paragraph (a) of this AD. Thereafter, repeat that inspection at intervals not to exceed the number of landings specified as the "repeat visual inspection interval" in Table I of Lockheed Service Bulletin 093-57-218, Revision 1, dated September 9, 1996. Or

(2) Modify the left and right wing rear spars in accordance with the Accomplishment Instructions of Lockheed Service Bulletin 093-57-215, dated April 11, 1996. Within the thresholds specified in Table I of Lockheed Service Bulletin 093-57-218, Revision 1, dated September 9, 1996 (calculated from the date of installation of Lockheed Service Bulletin 093-57-215, dated April 11, 1996), perform the visual inspection required by paragraph (a) of this AD. Thereafter, repeat that inspection at intervals not to exceed the number of landings specified as the "repeat visual inspection interval" in Table I of Lockheed Service Bulletin 093-57-218, Revision 1, dated September 9, 1996.

(f) For Model L-1011-385-1 series airplanes: Accomplishment of the modifications specified in paragraph (f)(1) or (f)(2) of this AD, within 12 months after the effective date of this AD, constitutes an acceptable alternative to the modification specified in paragraph (d) of this AD.

(1) Modify the inboard and outboard rear spars in accordance with the Accomplishment Instructions of Lockheed Service Bulletin 093-57-184, Revision 6, dated October 28, 1991, or Revision 7, dated December 6, 1994; and Lockheed Service Bulletin 093-57-212, dated November 14,

1994, as amended by Change Notification CN1, dated September 27, 1995. Within the thresholds specified in Table I of Lockheed Service Bulletin 093-57-218, Revision 1, dated September 9, 1996 (calculated from the date of installation of Lockheed Service Bulletin 093-57-184, Revision 6, dated October 28, 1991, or Revision 7, dated December 6, 1994; and Lockheed Service Bulletin 093-57-212, dated November 14, 1994, as amended by Change Notification CN1, dated September 27, 1995), perform the visual inspection required by paragraph (a) of this AD. Thereafter, repeat that inspection at intervals not to exceed the number of landings specified as the "repeat visual inspection interval" in Table I of Lockheed Service Bulletin 093-57-218, Revision 1, dated September 9, 1996. Or

(2) Modify the inboard and outboard rear spars in accordance with the Accomplishment Instructions of Lockheed Service Bulletin 093-57-196, Revision 5, dated October 28, 1991, or Revision 6, dated December 6, 1994; and Lockheed Service Bulletin 093-57-212, dated November 14, 1994, as amended by Change Notification CN1, dated September 27, 1995. Within the thresholds specified in Table I of Lockheed Service Bulletin 093-57-218, Revision 1, dated September 9, 1996 (calculated from the date of installation of Lockheed Service Bulletin 093-57-196, Revision 5, dated October 28, 1991, or Revision 6, dated December 6, 1994; and Lockheed Service Bulletin 093-57-212, dated November 14, 1994, as amended by Change Notification CN1, dated September 27, 1995), perform the visual inspection required by paragraph (a) of this AD. Thereafter, repeat that inspection at intervals not to exceed the number of landings specified as the "repeat visual inspection interval" in Table I of Lockheed Service Bulletin 093-57-218, Revision 1, dated September 9, 1996.

(g) If any condition (i.e., number of fasteners per stiffener bay, or cracking) is identified during the accomplishment of the modification specified in Lockheed Service Bulletin 093-57-218, Revision 1, dated September 9, 1996, and that condition exceeds the limits specified in paragraph B.(3) of Part II of the Accomplishment Instructions of the service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

(h)(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, Atlanta ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 96-12-24, amendment 39-9667, are approved as alternative methods of compliance with paragraph (d) of this AD.

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

(i) 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 November 18, 1997.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-30857 Filed 11-24-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 94-AWP-2]

Proposed Relocation of the Kahului (OGG) VORTAC and Realignment of VOR Federal Airways; Hawaii

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: This action withdraws the notice of proposed rulemaking (NPRM) published in the **Federal Register** on March 18, 1994. The NPRM proposed to relocate the Kahului Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) and realign seven Federal airways. The FAA has determined that withdrawal of the proposal is warranted due to an in-flight aeronautical evaluation (flight check) that revealed the airways would not meet FAA designed criteria.

DATES: The proposed rule is withdrawn as of November 25, 1997.

FOR FURTHER INFORMATION CONTACT: William C. Nelson, Airspace and Rules Division, (ATA-400), Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION: On March 18, 1994, an NPRM was published in the **Federal Register** to amend 14 CFR part 71 to relocate the Kahului VORTAC and realign seven Federal airways that would be affected by this Kahului VORTAC relocation. No comments were received on the proposal.

The FAA has decided to withdraw the proposal at this time due to flight check results.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Withdrawal

In consideration of the foregoing, the Notice of proposed rulemaking, Airspace Docket No. 94-AWP-2, as published in the **Federal Register** on March 18, 1994 (59 FR 12875), is hereby withdrawn.

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

Issued in Washington, DC, on November 13, 1997.

Nancy B. Kalinowski,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 97-30773 Filed 11-24-97; 8:45 am]

BILLING CODE 4910-13-M

SECURITIES AND EXCHANGE COMMISSION

17 CFR Part 240

[Release No. 34-39336; IC-22896; File No. S7-25-97]

RIN 3235-AH20

Amendments to Rules on Shareholder Proposals

AGENCY: Securities and Exchange Commission.

ACTION: Proposed rule; Extension of comment period.

SUMMARY: The Securities and Exchange Commission ("we" or "Commission") is extending the comment period for its proposals to amend rule 14a-8, and related rules, set forth in Securities Exchange Act Release No. 39093 (9/18/97), 62 FR 50682 (9/26/97) (the "Release"). The original deadline established by the Release was November 25, 1997. The new deadline is January 2, 1998.

DATES: Public comments are due on or before January 2, 1998.

ADDRESSES: Please send three copies of the comment letter to Jonathan G. Katz, Secretary, U.S. Securities and Exchange Commission, 450 Fifth Street, N.W., Washington, D.C. 20549. Comment letters can be sent electronically to the following e-mail address: rule-comments@sec.gov. The comment letter should refer to File No. S7-25-97; if e-mail is used please include the file number in the subject line. Anyone can inspect and copy the comment letters in the SEC's Public Reference Room, 450 Fifth Street, N.W., Washington, D.C. 20549. We will post comment letters submitted electronically on our Internet site (<http://www.sec.gov>).

FOR FURTHER INFORMATION CONTACT: Frank G. Zarb, Jr., Special Counsel,

Office of Chief Counsel, Division of Corporation Finance, at (202) 942-2900, or Doretha M. VanSlyke, Division of Investment Management, at (202) 942-0721, Securities and Exchange Commission, 450 Fifth Street N.W., Washington, D.C. 20549.

SUPPLEMENTARY INFORMATION: On September 18, 1997, the Commission issued the Release, proposing amendments to rule 14a-8,¹ the shareholder proposal rule, and related amendments to rules 14a-4,² 14a-5,³ 14a-2,⁴ and 13d-5.⁵ The deadline for submitting public comments established by the Release was November 25, 1997. The Commission has received requests to extend the deadline. We are therefore extending the comment period to January 2, 1998, so that commenters are ensured of adequate time to fully address the issues raised by the Release.

Dated: November 19, 1997.

By the Commission.

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 97-30922 Filed 11-24-97; 8:45 am]

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DEPARTMENT OF LABOR

Mine Safety and Health Administration

30 CFR Part 75

Self-Rescue Devices; Use and Location Requirements

AGENCY: Mine Safety and Health Administration, (MSHA) Labor.

ACTION: Extension of comment period.

SUMMARY: MSHA is extending the comment period on its proposed policy letter (PPL) relating to the approval guidelines for storage plans for Self-Contained Self-Rescue (SCSR) Devices in underground coal mines.

DATES: Submit all comments on or before February 23, 1998.

ADDRESSES: Comments may be transmitted by electronic mail, fax or mail. Comments by electronic mail must be clearly identified as such and sent to this e-mail address: psilvey@msha.gov. Comments by fax must be clearly identified as such and sent to: Mine Safety and Health Administration, Office of Standards, Regulations and Variances, 703-235-5551. Send mail comments to: Mine Safety and Health Administration, Office of Standards,

¹ 17 CFR 240.14a-8.

² 17 CFR 240.14a-4.

³ 17 CFR 240.14a-5.

⁴ 17 CFR 240.14a-2.

⁵ 17 CFR 240.13d-5.