the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Should an operator elect to accomplish the optional temporary preventive action that would be provided by this AD action, it would take approximately 1 work hour to accomplish it, at an average labor rate of $60 per work hour. Required parts would be provided by the manufacturer at no cost to the operator. Based on these figures, the cost impact of the optional temporary preventive action would be $60 per airplane.

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:

SAAB Aircraft AB: Docket 97–NM–145–AD.

Applicability: Model SAAB 2000 series airplanes having serial numbers –002 through -023 inclusive, 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 (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 prevent failure of the fitting lugs, due to vibration caused by loose bushings in the aileron actuation fittings, which could result in reduced controllability of the airplane; accomplish the following:

(a) Within 100 flight hours after the effective date of this AD, inspect the bushing installations of the left-hand and right-hand aileron actuation fittings to detect any discrepancies, in accordance with Saab Service Bulletin 2000–57–014, Revision 02, dated February 11, 1997.

(1) If no discrepancy is found, repeat the inspection thereafter at intervals not to exceed 300 flight hours until the requirements of paragraph (b) of this AD have been accomplished. Accomplishment of the temporary preventive action specified in paragraph 2.E. of the Accomplishment Instructions of the service bulletin allows the repetitive inspections to be accomplished at intervals of 600 flight hours until the requirements of paragraph (b) of this AD have been accomplished.

(2) If any discrepancy is found, prior to further flight, accomplish the requirements of either paragraph (a)(2)(i) or (a)(2)(ii) of this AD in accordance with the service bulletin.

(i) Except as specified in paragraph (c), accomplish the installation required by paragraph (b) of this AD. Accomplishment of this installation constitutes terminating action for the requirements of this AD. Or

(ii) Accomplish the temporary preventive action specified in paragraph 2.E. of the Accomplishment Instructions of the service bulletin. Thereafter, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 600 flight hours until the requirements of paragraph (b) of this AD have been accomplished.

(b) Except as specified in paragraph (c) of this AD, within 3,000 flight hours after the effective date of this AD, install the new staked bushings in the aileron actuation fitting in accordance with Saab Service Bulletin 2000–57–014, Revision 02, dated February 11, 1997. Accomplishment of this installation terminates the requirements of this AD.

(c) If, during the accomplishment of the installation required by paragraph (a)(2)(i) or paragraph (b) of this AD, the diameter of the small hole of the fitting lug is found to be outside the limits specified in Saab Service Bulletin 2000–57–014, Revision 02, dated February 11, 1997, repair it in accordance with a method approved by the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate.

(d) As of the effective date of this AD, no person shall install on any airplane an aileron having part number, 7357995–843 (left-hand) or 7357995–844 (right-hand), unless it has been modified in accordance with paragraph (b) of this AD.

(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, International Branch, ANM–116. 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.

(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.

Note 3: The subject of this AD is addressed in Swedish airworthiness directive (SAD) 1–102R1, dated November 8, 1996.

Issued in Renton, Washington, on December 5, 1997.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–32424 Filed 12–10–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–47–AD]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of an existing airworthiness directive (AD), applicable to certain Boeing Model 747 series airplanes, that

currently requires repetitive high frequency eddy current (HFEC) inspections to detect cracking on all surfaces of the upper recesses in certain latch support fittings of the cargo doorway, and replacement of cracked fittings with new fittings. That AD also provides for optional terminating action for the repetitive inspections. This proposal would require accomplishment of the previously optional terminating action. This proposal is prompted by reports indicating that the repetitive inspections required by the existing AD may not detect cracked fittings in a timely manner. The actions specified by the proposed AD are intended to prevent the cargo door from opening while the airplane is in flight, which could result in rapid decompression of the airplane.

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

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–NM–47–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

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

FOR FURTHER INFORMATION CONTACT: Robert Breneman, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (425) 227–2776; fax (425) 227–1181.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

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

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 97–NM–47–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–47–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On February 12, 1993, the FAA issued AD 93–02–16, amendment 39–8500 (58 FR 11190, February 24, 1993), applicable to certain Boeing Model 747 series airplanes, to require repetitive high frequency eddy current (HFEC) inspections to detect cracking on all surfaces of the upper recess in each 7079–T6 aluminum latch support fitting of the cargo doorway, and replacement of cracked fittings with new fittings. That action was prompted by reports of cracked fittings on two Model 747 series airplanes. The requirements of that AD are intended to prevent the cargo door from opening while the airplane is in flight, which could result in rapid decompression of the airplane.

Actions Since Issuance of Previous Rule

Since the issuance of AD 93–02–16, the FAA has received reports indicating that the inspections required by that AD may not adequately detect stress corrosion cracking in 7079–T6 aluminum latch support fittings. Three operators reported that, during HFEC inspections, five cracked latch support fittings were detected on four airplanes that had accumulated between 11,555 and 18,252 flight cycles. That AD requires that an operator conduct repetitive HFEC inspections of latch support fittings at intervals not to exceed 18 months. One operator reported that it performed an HFEC inspection on the same airplane twice during a 6-month period and that during the first inspection, no cracks were detected. However, during the second inspection that was conducted 6 months later, an 8-inch crack was detected in one of the latch support fittings for the aft door.

Findings indicate that cracks in these fittings may occur at such an unpredictable rate that repetitive HFEC inspections are not sufficient to detect cracking in a timely manner.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Service Bulletin 747–53A2377, Revision 2, dated October 6, 1994, which describes procedures for repetitive HFEC inspections to detect stress corrosion cracking on the surfaces of the upper recess in each 7079–T6 aluminum latch support fitting, and replacement of cracked fittings with new 7075–T73 fittings that are not susceptible to stress corrosion cracking. Such replacement would eliminate the need for repetitive HFEC inspections and prevent the development and propagation of stress corrosion cracking.

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 93–02–16 to continue to require HFEC inspections of all 7079–T6 latch support fittings of the cargo doorway, and replacement of cracked fittings with new fittings. In addition, this proposed AD would require the eventual replacement of all 7079–T6 latch support fittings with new 7075–T73 fittings, which would constitute terminating action for the repetitive inspection requirements.

These actions would be required to be accomplished in accordance with the service bulletin described previously.

Cost Impact

There are approximately 200 airplanes of the affected design in the worldwide fleet. The FAA estimates that 115 airplanes of U.S. registry would be affected by this proposed AD.

The inspections that are currently required by AD 93–02–16, and retained in this proposed AD, take approximately 31 work hours per airplane, per inspection cycle, to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of currently required inspections on U.S. operators is estimated to be $213,900, per inspection cycle, or $1,860 per airplane, per inspection cycle.

The replacement, as proposed in this new AD action, would take

approximately 1,019 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Required parts would cost approximately $20,917 per airplane ($12,888 for all aft door fittings; $8,029 for all forward door fittings). Based on these figures, the cost impact of the proposed replacement of this AD on U.S. operators is estimated to be $9,436,555, or $82,057 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 39–8500 (58 FR 11190, February 24, 1993), and by adding a new airworthiness directive (AD), to read as follows:

Boeing: Docket 97–NM–47–AD. Supersedes AD 93–02–16, Amendment 39–8500.

Applicability: Model 747 airplanes, line numbers 1 through 200 inclusive; having 7079–T6 aluminum latch support fittings; 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 (d) 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 cargo door from opening while the airplane is in flight, which could result in rapid decompression of the airplane, accomplish the following:

Restatement of the Requirements of AD 93–02–16

(a) Within 60 days after March 11, 1993 (the effective date of AD 93–02–16, amendment 39–8500), perform a high frequency eddy current (HFEC) inspection to detect cracking on all surfaces of the upper recess in each 7079–T6 aluminum latch support fitting of the cargo doorway, in accordance with Boeing Service Bulletin 747–53A2377, Revision 1, dated January 28, 1993, or Revision 2, dated October 6, 1994. After the effective date of this AD, only Revision 2 of the service bulletin shall be used.

Note 2: Boeing Service Bulletin 747–53A2377, Revision 2, dated October 6, 1994, references Boeing Service Bulletin 747–53–2200, Revision 1, dated November 16, 1979, as an additional source of service information for the replacement of these fittings.

(1) If any cracking is found on any fitting, prior to further flight, replace the cracked fitting with a new 7075–T73 aluminum latch support fitting in accordance with Boeing Service Bulletin 747–53A2377, Revision 1, dated January 28, 1993, or Revision 2, dated October 6, 1994. After the effective date of this AD, only Revision 2 of the service bulletin shall be used.

(2) If no cracking is found on any fitting, repeat the HFEC inspection thereafter at intervals not to exceed 18 months until the requirements of paragraph (b) of this AD are accomplished.

New Requirements of This AD

(b) Within 18 months after the effective date of this AD, replace all 7079–T6 aluminum latch support fittings with new 7075–T73 fittings in accordance with Boeing Service Bulletin 747–53A2377, Revision 2, dated October 6, 1994. Replacement of all latch support fittings constitutes terminating action for the inspection requirements of this AD.

(c) As of the effective date of this AD, no operator shall install any 7079–T6 aluminum latch support fitting of the cargo door on any airplane.

(d) 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

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

Issued in Renton, Washington, on December 5, 1997.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–32427 Filed 12–10–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 1020

[Docket No. 97N–0427]

RIN 0910–ZA06

Diagnostic X-Ray Equipment Performance Standard; Request for Comments and Information

AGENCY: Food and Drug Administration, HHS.

ACTION: Advance notice of proposed rulemaking.

SUMMARY: The Food and Drug Administration (FDA) is announcing its intention to propose amendments to the performance standard for diagnostic x-ray systems and their major components. The agency is taking this action to address changes in the technology and use of radiographic and fluoroscopic systems. The agency is issuing this advance notice of proposed rulemaking (ANPRM) in accordance with its policy of early public disclosure of rulemaking activities. The FDA is