

**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 a new airworthiness directive (AD) to read as follows:

**98-09-25 The New Piper Aircraft, Inc.:**

Amendment 39-10506; Docket No. 97-CE-48-AD.

**Applicability:** The following airplane model and serial numbers, certificated in any category:

Models	Serial numbers
PA-31, PA-31-300, and PA-31-325.	31-2 through 31-8312019.
PA-31-350 .....	31-5001 through 31-8553002.

**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 follows, unless already accomplished:

1. For the affected Models PA-31, PA-31-300, and PA-31-325 airplanes: Upon accumulating 6,000 hours on the lower spar splice plate or within the next 100 hours time-in-service (TIS) after the effective date of this AD, whichever occurs later; and

2. For the affected Model PA-31-350 airplanes: Upon accumulating 13,000 hours TIS on the lower spar splice plate or within the next 100 hours TIS after the effective date of this AD, whichever occurs later.

To prevent failure of the lower spar splice plate caused by fretting and cracking, which could result in loss of control of the airplane, accomplish the following:

(a) Replace the lower spar splice plate and rework the lower spar caps in accordance with the instructions included in the following kits, as applicable, and as referenced in Piper Service Bulletin No. 1003, dated June 16, 1997:

(1) Main Spar Splice Plate Replacement (Lower) Kit No. 766-640, Drawing 88254, Revision A, dated May 12, 1997, which applies to Models PA-31, PA-31-300, and Piper PA-31-325 airplanes; and

(2) Main Spar Splice Plate Replacement (Lower) Kit No. 766-641, Drawing 88255, Revision A, dated May 12, 1997, which applies to Model PA-31-350 airplanes.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

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

(d) The replacements required by this AD shall be done in accordance with the instructions to Piper Main Spar Splice Plate Replacement (Lower) Kit No. 766-641, Drawing 88255, Revision A, dated May 12, 1997; or Piper Main Spar Splice Plate Replacement (Lower) Kit No. 766-640, Drawing 88254, Revision A, dated May 12, 1997. 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 The New Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(e) This amendment becomes effective on June 15, 1998.

Issued in Kansas City, Missouri, on April 21, 1998.

**Marvin R. Nuss,**

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

[FR Doc. 98-11161 Filed 4-27-98; 8:45 am]

**BILLING CODE 4910-13-U**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 98-ACE-2]

**Amendment to Class D and Class E Airspace; Cape Girardeau, MO**

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

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of direct final rule which revises Class D and Class E airspace at Cape Girardeau, MO.

**DATES:** The direct final rule published at 63 FR 8095 is effective on 0901 UTC, June 18, 1998.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on February 18, 1998 (63 FR 8095). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on June 18, 1998. No adverse comments were received, and thus this document confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on March 31, 1998.

**Christopher R. Blum,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 98-11129 Filed 4-27-98; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 29199; Amdt. No. 1865]

**RIN 2120-AA65**

**Standard Instrument Approach Procedures; Miscellaneous Amendments**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedure (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.