

in height, in accordance with Alexander Schleicher Technical Note No. 21, dated May 12, 1980; and apply a corrosion preventative (alodine or equivalent substitute); or

(2) Replace any canopy hood lock assembly where the cam is less than 2 mm in height, in accordance with the applicable maintenance manual.

(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 sailplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Manager, Small Airplane Directorate, Aircraft Certification Service, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

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

(e) Questions or technical information related to Alexander Schleicher Technical Note No. 21, dated May 12, 1980, should be directed to Alexander Schleicher Segelflugzeugbau, 6416 Poppenhausen, Federal Republic of Germany; telephone: 49.6658.890 or 49.6658.8920; facsimile: 49.6658.8923 or 49.6658.8940. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Note 3: The subject of this AD is addressed in German AD No. 80-158, dated June 16, 1980.

Issued in Kansas City, Missouri, on June 1, 1998.

Ronald K. Rathgeber,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-15204 Filed 6-8-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-111-AD]

RIN 2120-AA64

Airworthiness Directives; Pilatus Britten-Norman Ltd. BN-2, BN-2A, BN-2B, and BN-2A MK.III Series Airplanes.

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive

(AD) that would apply to certain Pilatus Britten-Norman Ltd. (PBN) BN-2, BN-2A, BN-2B, and BN-2A MK.III series airplanes that are equipped with a PBN Modification NB/M/256, 50A generator system. The proposed action would require inspecting the airplanes that are equipped with a 50A generator system for a 70A generator. If a 70A generator is installed, the proposed action would require replacing the 70A generator with a 50A generator, or (for the BN-2, BN-2A, and BN-2B series only) upgrading the airplane generator system to a 70A system to match the 70A generator. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for the United Kingdom. The actions specified by the proposed AD are intended to prevent damage to the components of the electrical system, which could result in electrical system failure during critical phases of flight.

DATES: Comments must be received on or before July 17, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-111-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Pilatus Britten-Norman, Ltd., Bembridge, Isle of Wight, United Kingdom, PO35 5PR. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Roger Chudy, Project Officer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri, 64106; telephone (816) 426-6932, facsimile (816) 426-2169.

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 should 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 that summarizes 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 No. 97-CE-111-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, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-111-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Civil Airworthiness Authority (CAA), which is the airworthiness authority for the United Kingdom, notified the FAA that an unsafe condition may exist on certain PBN BN-2, BN-2A, BN-2B, and BN-2A MK.III series airplanes. The CAA reports that some operators have had 70A generators installed on 50A systems, which may damage the electrical system's components. The 50A generator system, which is known as PBN Modification NB/M/256, is not designed to work with a higher ampere generator.

These conditions, if not corrected, could result in damage to the electrical systems with consequent failure during critical phases of flight.

Relevant Service Information

PBN has issued Service Bulletin No. BN-2/SB.229, dated October 17, 1996, which specifies procedures for inspecting for a 70A generator on PBN BN-2, BN-2A, BN-2B, and BN-2A MK.III series airplanes that are equipped with PBN Modification NB/M/256 (a 50A generator system). If a 70A generator is installed, the service information specifies procedures for replacing the 70A generator with a 50A generator, or (for the BN-2, BN-2A, and BN-2B series only) installing PBN Modification NB/M/1148, which incorporates a 70A generator system.

The CAA classified this service bulletin as mandatory and issued British

AD 007-10-96, not dated, in order to assure the continued airworthiness of these airplanes in United Kingdom.

The FAA's Determination

This airplane model is manufactured in the United Kingdom and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above.

The FAA has examined the findings of the CAA; reviewed all available information, including the service information referenced above; and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other PBN BN-2, BN-2A, BN-2B, and BN-2A MK.III series airplanes of the same type design registered in the United States, the FAA is proposing AD action. The proposed AD would require:

- Inspecting the airplane for a 70A generator installed on a 50A generator system;
- For PBN BN-2A MK.III series airplanes, if a 70A generator is installed on a 50A generator system, the proposed AD would require replacing the 70A generator with a 50A generator;
- For the BN-2, BN-2A, and BN-2B series airplanes, the proposed AD would require either replacing the 70A generator with a 50A generator; or upgrading the 50A generator system to a 70A generator system by installing PBN Modification NB/M/1148; and,
- If PBN Modification NB/M/1148 is installed, the proposed action would require the installation of PBN Modification NB/M/1571 (which improves the diodes on the 70A generator system).

Accomplishment of the proposed inspection and installation or replacement would be in accordance with PBN Service Bulletin No. BN-2/SB.229, dated October 17, 1996.

The Proposed Action As It Relates to Current AD's

The FAA has recently issued AD 98-04-17, Amendment 39-10329 (63 FR 7696, February 17, 1998), which requires that any PBN BN-2, BN-2A, and BN-2B series airplanes that are not

equipped with Modification NB/M/1571, but are equipped with PBN Modification NB/M/1148 (which incorporates the 70A generator system) should also be equipped with PBN Modification NB/M/1571. AD 98-04-17 does not affect any airplane that is equipped with a 50A generator system.

Since the proposed AD provides an option that would require accomplishment of AD 98-04-17, the FAA is including reference of other similar AD requirements. Operators of BN-2, BN-2A, and BN-2B series airplanes that have 70A generators installed on 50A generator systems, and choose the proposed option of upgrading their 50A generator system to a 70A generator system, would be subject to the requirements in AD 98-04-17. This proposed action would concurrently require installing higher amperage diodes in the 70A generator.

Pilatus Britten-Norman has informed the FAA that Modification NB/M/1148 or Modification NB/M/1571 is not approved for installation on the BN-2A MK.III series airplanes.

Cost Impact

The FAA estimates that 80 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 7 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$500 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$73,600, or \$920 per airplane.

Proposed Calendar Compliance Time

The condition addressed by the proposed AD is not caused by actual hours time-in-service (TIS) of the aircraft where the affected generators are installed. The need for the generator system modification or replacement has no correlation to the number of times the equipment is utilized or the age of the equipment. For this reason, the compliance time of the proposed AD is presented in calendar time instead of hours TIS.

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 action (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) 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 has been placed 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 a new airworthiness directive (AD) to read as follows:

Pilatus Britten-Norman Ltd.: Docket No. 97-CE-111-AD.

Applicability: Models BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27; BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2A MK.III, BN-2A MK.111-2, and BN-2A MK.111-3 airplanes, all serial numbers, certificated in any category, that are equipped with PBN Modification NB/M/256, a 50A Generator System.

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 (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 within the next 3 calendar months after the effective date of this AD, unless already accomplished.

To prevent damage to the components of the generator system, which could result in generator system failure during critical phases of flight, accomplish the following:

(a) Inspect the generator system for the installation of a 70A generator in accordance with the Inspection section of Pilatus Britten-Norman (PBN) Service Bulletin (SB) No. BN-2/SB.229, dated October 17, 1996.

(b) If a 70A generator is installed, accomplish the following, as applicable:

(1) For Models BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, and BN-2B-27 airplanes, prior to further flight, either:

(i) Replace the 70A generator with a 50A generator in accordance with the Replacement section of PBN SB No. BN-2/SB.229, dated October 17, 1996; or

(ii) Incorporate PBN Modification NB/M/1148 (a 70A generator system) in accordance with the appropriate Pilatus Britten-Norman maintenance manual; and, incorporate PBN Modification NB/M/1571 (installation of improved generator diodes) in accordance with PBN SB No. BN-2/228, Issue 2, dated January 17, 1996.

Note 2: Incorporating PBN Modification NB/M/1571 is the same action required by AD 98-04-17, Amendment 39-10329.

(2) For Models BN-2A MK.III, BN-2A MK.111-2, and BN-2A MK.111-3 airplanes, prior to further flight, replace the 70A generator with a 50A generator in accordance with the Replacement section of PBN SB No. BN-2/SB.229, dated October 17, 1996.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri, 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) Questions or technical information related to PBN Service Bulletin No. BN-2/SB.229, dated October 17, 1996, or Pilatus Britten-Norman Service Bulletin No. BN-2/SB.228, dated January 17, 1996, should be directed to Pilatus Britten-Norman, Ltd., Bembridge, Isle of Wight, United Kingdom, PO35 5PR. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Note 4: The subject of this AD is addressed in British AD 007-10-96, not dated.

Issued in Kansas City, Missouri, on June 1, 1998.

Ronald K. Rathgeber,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-15203 Filed 6-8-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-49-AD]

RIN 2120-AA64

Airworthiness Directives; S.N. Centrair 101 Series Sailplanes.

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to all S.N. Centrair (Centrair) 101 series sailplanes. The proposed AD would require replacing the airbrake control circuit with one of improved design. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France. The actions specified by the proposed AD are intended to prevent loss of the airbrake control system, which could result in an inadvertent forced landing.

DATES: Comments must be received on or before July 17, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-49-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from S.N. Centrair, Aerodrome, 36300 Le Blanc, France; telephone: 02.54.37.07.96; facsimile: 02.54.37.48.64. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Kiesov, Project Officer, Sailplanes/Gliders, FAA, Small Airplane Directorate, Aircraft Certification Service, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

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 should 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 that summarizes 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 No. 98-CE-49-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, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-49-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on Centrair 101 series sailplanes. The DGAC reports that the airbrake control system has malfunctioned on one of these Centrair 101 series sailplanes. Following an investigation, the DGAC found that the airbrake control circuit had cracked, which consequently failed during flight.

This condition, if not corrected, could result in an inadvertent forced landing.

Relevant Service Information

S.N. Centrair has issued Service Bulletin (SB) No. 101-16, Revision 2, dated September 10, 1997, which