compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) All persons affected by this directive may examine information related to this AD at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on October 5, 1998.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service. [FR Doc. 98–27193 Filed 10–8–98; 8:45 am] BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-61-AD]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 17, 18, 19, 23, 24, 33, 35, 36/A36, A36TC/B36TC, 45, 50, 55, 56, 58, 58P, 58TC, 60, 65, 70, 76, 77, 80, 88, and 95 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 Raytheon Aircraft Company (Raytheon) 17, 18, 19, 23, 24, 33, 35, 36/A36, A36TC/B36TC, 45, 50, 55, 56, 58, 58P, 58TC, 60, 65, 70, 76, 77, 80, 88, and 95 series airplanes. The proposed AD would require installing a placard on the fuel tank selector to warn of the noflow condition that exists between the fuel tank detents. The proposed AD is the result of reports of engine stoppage on the affected airplanes where the cause was considered to be incorrect positioning of the fuel selector. The actions specified by the proposed AD are intended to help prevent a lack of fuel flow to the engine caused by incorrect positioning of the fuel selector, which could result in loss of engine power.

DATES: Comments must be received on or before December 18, 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–61– 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 the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201–0085. This information also may be examined at the Rules Docket at the address above. **FOR FURTHER INFORMATION CONTACT:** Mr. Randy Griffith, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946–4145; facsimile: (316) 946–4407.

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–61–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–61–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received several reports of engine stoppage on Raytheon 17, 18, 19, 23, 24, 33, 35, 36/A36, A36TC/ B36TC, 45, 50, 55, 56, 58, 58P, 58TC, 60, 65, 70, 76, 77, 80, 88, and 95 series airplanes. These incidents are believed to be attributed to incorrect positioning of the fuel selector, e.g., fuel shutoff, cross-feed selector for twin engine aircraft, tank selector. No mechanism exists to prevent positioning of the selector between any selection and no warning light exists to warn the pilot of incorrect positioning.

With the selector positioned between a selection, a lack of fuel flow to the engine could result with consequent loss of engine power.

Relevant Service Information

Raytheon has issued Mandatory Service Bulletin (SB) No. 2670, Revision No. 1, dated May, 1998, which specifies procedures for installing a placard, part number 36–920059–1, on the fuel tank selector to warn of the no-flow condition that exists between the fuel tank detents.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, including the above-referenced service information, the FAA has determined that AD action should be taken to prevent a lack of fuel flow to the engine caused by incorrect positioning of the fuel selector, which could result in loss of engine power.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Raytheon 17, 18, 19, 23, 24, 33, 35, 36/A36, A36TC/B36TC, 45, 50, 55, 56, 58, 58P, 58TC, 60, 65, 70, 76, 77, 80, 88, and 95 series airplanes of the same type design, the FAA is proposing AD action. The proposed AD would require installing a placard, part number 36–920059–1, on the fuel tank selector to warn of the no-flow condition that exists between the fuel tank detents. Accomplishment of the proposed installation would be in accordance with the service information previously referenced.

Cost Impact

The FAA estimates that 15,200 airplanes in the U.S. registry would be affected by the proposed AD. The placard that would be required for the proposed AD may be obtained through a Raytheon Aircraft Authorized Service Center at no cost to the owners/ operators of the affected airplanes. Since an owner/operator who holds at least a private pilot's certificate as authorized by §§ 43.7 and 43.9 of the Federal Aviation Regulations (14 CFR 43.7 and 43.9) may accomplish the proposed placard installation, the only cost impact upon the public would be the approximately 30 minutes it would take each owner/operator to install the placard.

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.

V35B

V35B-TC

36

Do.

Do.

Do.

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:

Raytheon Aircraft Company (All type certificates of the affected airplanes previously held by the Beech Aircraft Corporation): Docket No. 98-CE-61-AD. Applicability: The following airplane models and serial numbers, certificated in

any category:

Model	Serial No.	Model	Serial No.
B17L SB17I	All serial numbers.	A36	E-185 through E-
B17B	Do.	A36TC	All serial numbers
B17R (Army UC– 43H)	Do.	B36TC	EA-242 through EA- 591.
C17L (Army UC–43J)	Do. Do	45 A45	All serial numbers.
C17B (Army LIC-	Do.	D45	Do.
43G)	20.	50	Do.
400). SC17B	Do	B50	Do.
C17P (Army LIC-	Do.	C50	Do.
42E)		D50	Do
43L).	De	D50A	Do
	D0.	D50B	Do
D17A (Army $UC = 43F$)	D0.	D50C	Do
	D0.	D50F	Do
43A).	De	E50	Do.
D175 (Alliny UC=43,	D0.	F50	Do
OC = 43B, Navy		G50	Do.
GD=1, GD=2).	Da	H50	Do.
SD17S	Do.	J50	Do.
E17B (Army UC-43D	Do.	95–55	Do.
SE17B	Do.	95–A55	Do.
E17L	Do.	95–B55	Do.
F17D (UC–43C)	Do.	95–C55	Do.
SF17D	Do.	D55	Do.
G1/S	Do.	E55	Do.
D18S	Do.	56TC	Do.
E18S	Do.	A56TC	Do.
E18S-9700	Do.	58	TH-1 through TH-
G18S	Do.		1798.
G18S-9150	Do.	58P	All serial numbers.
H18	Do.	58TC	Do.
A23–19	Do.	60	Do.
19A	Do.	A60	Do.
M19A	Do.	B60	Do.
B19	Do.	65	Do.
23	Do.	A65	Do.
A23	Do.	A65–8200	Do.
A23A	Do.	70	Do.
D23	D0.	<u>76</u>	Do.
A22 24	Do.	11	Do.
A23-24	Do.	65-80	Do.
A24	Do.	65-A80	Do.
R24R	Do.	00-D0U	Do.
C24P	Do.	05-00	D0.
624R	CE 200 through CE	90 R05	Do.
1 35A	1701	B05A	Do.
E33C and E33C	C I=26 through C I=	D95A	Do.
2000 and 1 000	179	E95	Do.
35	All serial numbers		00.
35R	Do	Note 1. This AD ann	lies to each airplane
A35	Do	identified in the prece	ding applicability
B35	Do	provision, regardless o	f whether it has been
C35	Do	modified, altered, or re	paired in the area
D35	Do	subject to the requirem	ents of this AD. For
E35	Do.	airplanes that have bee	en modified, altered, or
F35	Do.	repaired so that the per	rformance of the
G35	Do.	requirements of this AD is affected, the	
H35	Do.	owner/operator must request approval for an	
J35	Do.	alternative method of compliance in	
K35	Do.	accordance with paragraph (d) of this AD.	
M35	Do.	The request should include an assessment of	
N35	Do.	the effect of the modification, alteration, or	
P35	Do.	repair on the unsate condition addressed by	
S35	Do.	this AD; and, if the unsafe condition has not	
V35	Do.	peen eliminated, the request should include	
V351C	Do.	specific proposed actions to address if.	
V35A	Do.	Compliance: Require	ed within the next 75
V35A-10	D0.	nours time-in-service ((115) after the effective

hours time-in-service (TIS) after the effective date of this AD, unless already accomplished. To prevent a lack of fuel flow to the engine

caused by incorrect positioning of the fuel

selector, which could result in loss of engine power, accomplish the following:

(a) Install a placard, part number 36– 920059–1, on the fuel tank selector to warn of the no-flow condition that exists between the fuel tank detents. Accomplish this installation in accordance with Raytheon Mandatory Service Bulletin No. 2670, Revision No. 1, dated May, 1998.

(b) Installing the placard, as specified in paragraph (a) of this AD, may be performed by the owner/operator holding at least a private pilot certificate as authorized by § 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with § 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(c) Special flight permits may be issued in accordance with §§ 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, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA 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.

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201–0085; or may examine this document at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on October 5, 1998.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service. [FR Doc. 98–27195 Filed 10–8–98; 8:45 am] BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-64-AD]

RIN 2120-AA64

Airworthiness Directives; Mooney Aircraft Corporation Models M20B, M20C, M20D, M20E, M20F, M20G, and M20J 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 all Mooney Aircraft Corporation (Mooney) Models M20B, M20C, M20D, M20E, M20F, M20G, and M20J airplanes that are equipped with an O & N Bladder Fuel Cell that was installed prior to February 1, 1998, in accordance with Supplemental Type Certificate (STC) SA2277CE or STC SA2350CE. The STC's apply to all of the affected airplane models except for the Model M20B airplanes; the Model M20B airplanes could have one of the STC's incorporated by field approval. The proposed AD would require inspecting the drain valve to assure that it was inserted fully into the drain nipple and modifying any drain valve found not to be inserted fully into the drain nipple. The proposed AD would also require certain modifications and replacements on the affected fuel cells to reduce the chances of water/ice contamination. The proposed AD is the result of reports of rain water entering the fuel bladders and the information from the subsequent evaluation of the fuel systems. The actions specified by the proposed AD are intended to assist in preventing water from entering the fuel bladders, which could result in rough engine operation or complete loss of engine power.

DATES: Comments must be received on or before December 4, 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–64– 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 O & N Aircraft Modifications Inc., 210 Windsock Lane, Seamans Airport, Factoryville, PA 18419; telephone: (717) 945–3769; facsimile: (717) 945–7282. This information also may be examined at the Rules Docket at the address above. **FOR FURTHER INFORMATION CONTACT:** Mr. Paul O. Pendleton, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946–4143; facsimile: (316) 946–4407. **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–64–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–64–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received a report of water being trapped in the fuel bladders on Mooney Models M20C, M20D, M20E, M20F, M20G, and M20J airplanes that are equipped with an O & N Bladder Fuel Cell that was installed prior to February 1, 1998, in accordance with Supplemental Type Certificate (STC) SA2277CE or STC SA2350CE. The STC's apply to all of the abovereferenced airplane models except for the Mooney Model M20B airplanes; the Model M20B airplanes could have one of the STC's incorporated by field approval.

Evaluation of this problem shows that improper installation of the fuel bladder drains and fuel caps could allow rain water to enter the fuel bladders if the fuel cap was defective.

The evaluation also revealed additional installation problems and design deficiencies, including:

 Inadequate installation of the foam filler that supports the fuel bladders;