

nonprocurement debarment and suspension actions initiated by an agency on behalf of CCC under 7 CFR part 3017, the agency head will be the debarring and suspending official. Delegations to a designee would not be authorized.

#### List of Subjects in 7 CFR Part 1407

Administrative practice and procedure, Government procurement, Grant programs.

Accordingly, it is proposed that 7 CFR Part 1407 be revised to read as follows:

1. Part 1407 is revised to read as follows:

#### PART 1407—DEBARMENT AND SUSPENSION

Sec.

1407.1 Purpose.

1407.2 Nonprocurement debarment and suspension.

1407.3 Procurement debarment and suspension.

**Authority:** 15 U.S.C. 714b.

##### § 1407.1 Purpose.

This part specifies the policies that the Commodity Credit Corporation (CCC) will follow in taking action to debar or suspend individuals or firms from participation in federal nonprocurement and procurement activities.

##### § 1407.2 Nonprocurement debarment and suspension.

(a) CCC will proceed under 7 CFR part 3017 when taking action to debar or suspend participants or potential participants in CCC's nonprocurement activities.

(b) The debarring and suspending official for nonprocurement actions taken by CCC shall be as follows:

(1) For actions initiated by the Farm Service Agency (FSA) on behalf of CCC: the Executive Vice President of CCC, who is also the Administrator of FSA.

(2) For actions initiated by the Foreign Agricultural Service (FAS) on behalf of CCC: the Vice President of CCC who is the Administrator of FAS.

(3) For actions initiated by the Food and Nutrition Service (FNS) on behalf of CCC: the Vice President of CCC who is the Administrator of FNS.

(4) For actions initiated by the Agricultural Marketing Service (AMS) on behalf of CCC: the Vice President of CCC who is the Administrator of AMS.

(5) For actions initiated by the Natural Resources Conservation Service (NRCS) on behalf of CCC: the Vice President of CCC who is the Chief of NRCS.

##### § 1407.3 Procurement debarment and suspension.

CCC will proceed under this part when taking action to debar or suspend contractors with CCC or participants or potential participants in CCC's procurement activities. CCC will apply the provisions of 48 CFR part 409, subpart 409.4, in such actions, with the exception that the debarring and suspending official will be the Executive Vice President of CCC, or a designee.

Signed at Washington, D.C., on December 22, 1998.

**Keith Kelly,**

*Executive Vice President, Commodity Credit Corporation.*

[FR Doc. 98-34521 Filed 12-29-98; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### 14 CFR Part 39

[Docket No. 98-CE-73-AD]

RIN 2120-AA64

##### Airworthiness Directives; Pilatus Aircraft Ltd. Models PC-12 and PC-12/45 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 Aircraft Ltd. (Pilatus) Models PC-12 and PC-12/45 airplanes. The proposed AD would require removing the "Alternate Flap System" from the airplane flight controls and inserting a temporary revision that specifies this change in SECTION 2—LIMITATIONS of the PC-12 Pilot's Operating Handbook. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland. The actions specified by the proposed AD are intended to preclude improper use of the "Alternate Flap System", which could result in flap asymmetry with consequent reduced or loss of control of the airplane.

**DATES:** Comments must be received on or before February 1, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-73-

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 Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 62 33; facsimile: +41 41 610 33 51. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Roman T. Gabrys, Aerospace Engineer, 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. 98-CE-73-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-73-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

## Discussion

The Federal Office for Civil Aviation (FOCA), which is the airworthiness authority for Switzerland, recently notified the FAA that an unsafe condition may exist on certain Pilatus Models PC-12 and PC-12/45 airplanes. The FOCA of Switzerland reports pilots using the "Alternate Flap System" without adhering to the prescribed procedures in SECTION 2—LIMITATIONS of the PC-12 Pilot's Operating Handbook.

Improper use of the "Alternate Flap System" in the instance of a mechanical failure of the flap system may lead to flap asymmetry with consequent reduced or loss of control of the airplane.

## Relevant Service Information

Pilatus has issued Service Bulletin No. 27-004, dated September 15, 1998, which specifies procedures for removing the "Alternate Flap System" from the airplane flight controls. This service bulletin also specifies inserting Pilatus Report No. 01973-001, Temporary Revision, in SECTION 2—LIMITATIONS of the PC-12 Pilot's Operating Handbook.

The FOCA of Switzerland classified this service information as mandatory and issued Swiss AD HB 98-352, dated September 28, 1998, in order to assure the continued airworthiness of these airplanes in Switzerland.

## The FAA's Determination

This airplane model is manufactured in Switzerland 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 FOCA of Switzerland has kept the FAA informed of the situation described above.

The FAA has examined the findings of the FOCA of Switzerland; 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 Pilatus PC-12 and PC-12/45 airplanes of the same type design registered in the United States, the FAA is proposing AD action. The proposed AD would require removing the "Alternate Flap System" from the

airplane flight controls and inserting Pilatus Report No. 01973-001, Temporary Revision, in SECTION 2—LIMITATIONS of the PC-12 Pilot's Operating Handbook. Accomplishment of the proposed "Alternate Flap System" removal would be required in accordance with Pilatus Service Bulletin No. 27-004, dated September 15, 1998.

## Cost Impact

The FAA estimates that 90 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 10 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Pilatus will provide parts to the owners/operators of the affected airplanes at no charge. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$540,000, or \$600 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 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 Aircraft Ltd.:** Docket No. 98-CE-73-AD.

**Applicability:** Models PC-12 and PC-12/45 airplanes, manufacturer serial numbers (MSN) 101 through MSN 227 and MSN 232; certificated in any category.

**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 (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 within the next 50 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent improper use of the "Alternate Flap System", which could result in flap asymmetry with consequent reduced or loss of control of the airplane, accomplish the following:

(a) Remove the "Alternate Flap System" from the airplane flight controls, in accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 27-004, dated September 15, 1998.

(b) Insert Pilatus Report No. 01973-001, Temporary Revision, into SECTION 2—LIMITATIONS of the PC-12 Pilot's Operating Handbook.

(c) Inserting the information specified in paragraph (b) of this AD into the PC-12 Pilot's Operating Handbook may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with paragraph (b) of this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(d) 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.

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

(f) Questions or technical information related to Pilatus Service Bulletin No. 27-004, dated September 15, 1998; and Pilatus Report No. 01973-001, should be directed to Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 62 33; facsimile: +41 41 610 33 51. 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 Swiss AD HB 98-352, dated September 28, 1998.

Issued in Kansas City, Missouri, on December 22, 1998.

**Michael Gallagher,**

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

[FR Doc. 98-34580 Filed 12-29-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-CE-97-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Industrie Aeronautiche e Meccaniche Model Piaggio P-180 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 Industrie Aeronautiche e Meccaniche (I.A.M.) Model Piaggio P-180 airplanes. The proposed AD would require inspecting the upper and lower engine nacelle

inner panels for any loose or partially detached inner film, and removing any loose or partially detached inner film. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Italy. The actions specified by the proposed AD are intended to prevent the accumulation of loose particles on the engine inlet screen caused by film delamination, which could result in reduced engine power and possible loss of airplane control.

**DATES:** Comments must be received on or before February 1, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-97-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 I.A.M. Rinaldo Piaggio S.p.A., Via Cibrario, 4 16154 Genoa, Italy. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. David O. Keenan, Project Officer, FAA, Small Airplane Directorate, 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-97-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-97-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

#### **Discussion**

The Registro Aeronautico Italiano (R.A.I.), which is the airworthiness authority for Italy, recently notified the FAA that an unsafe condition may exist on all I.A.M. Model Piaggio P-180 airplanes. The R.A.I. reports an incident where the inner film of the engine nacelle panel partially detached.

This condition, if not corrected in a timely manner, could result in loose particles accumulating on the engine inlet screen with the possibility of reduced engine power and loss of airplane control.

#### **Relevant Service Information**

I.A.M. has issued Piaggio Service Bulletin (Mandatory) No.: SB-80-0101, Original Issue: May 6, 1998, which specifies procedures for:

- inspecting the upper and lower engine nacelle inner panels for any loose or partially detached inner film; and
- removing any loose or partially detached inner film.

The R.A.I. classified this service bulletin as mandatory and issued Italian AD 98-208, dated June 9, 1998, in order to assure the continued airworthiness of these airplanes in Italy.

#### **The FAA's Determination**

This airplane model is manufactured in Italy 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 R.A.I. has kept the FAA informed of the situation described above.

The FAA has examined the findings of the R.A.I.; 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