

sailplanes that will need parts replacement because of oil leakage or contamination.

### Regulatory Impact

The regulations adopted herein will 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 final rule does 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) 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 final 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, Incorporation by reference, Safety.

### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

#### 99-09-09 Alexander Schleicher

**Segelflugzeugbau:** Amendment 39-11142; Docket No. 98-CE-98-AD.

**Applicability:** Model ASH 26E sailplanes, all serial numbers, certificated in any category.

**Note 1:** This AD applies to each sailplane 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

sailplanes 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 indicated in the body of this AD, unless already accomplished.

To detect and correct any oil-contaminated exhaust damper fairing caused by oil leakage in the red silicone tube of the rotor interior air cooling system, which could result in an exhaust fire and/or an explosion, accomplish the following:

(a) Within the next calendar month after the effective date of this AD, inspect the red silicone tube of the rotor interior air cooling system (just in front of the carburetor) for oil leaks and the heat damping layer of the lower exhaust damper fairing for oil contamination, in accordance with the Action section of Alexander Schleicher Technical Note No. 6, dated August 10, 1998. Prior to further flight, replace the applicable parts where oil leakage or contamination is found, in accordance with the applicable maintenance manual or other applicable FAA-approved document.

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

(c) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 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.

(d) Questions or technical information related to Alexander Schleicher Technical Note No. 6, dated August 10, 1998, should be directed to Alexander Schleicher GmbH & Co., Segelflugzeugbau, Postfach 60, 36163 Poppenhausen, Germany; telephone: ++49 (0) 6658-890; facsimile: ++49 (0) 6658-8923. 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.

(e) The inspection required by this AD shall be done in accordance with Alexander Schleicher Technical Note No. 6, dated August 10, 1998. 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 Alexander Schleicher GmbH & Co., Segelflugzeugbau, Postfach 60, 36163 Poppenhausen, Germany. 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.

**Note 3:** The subject of this AD is addressed in German AD 98-347, dated September 10, 1998.

(f) This amendment becomes effective on June 7, 1999.

Issued in Kansas City, Missouri, on April 15, 1999.

**Michael Gallagher,**

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

[FR Doc. 99-10169 Filed 4-27-99; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-CE-11-AD; Amendment 39-11148; AD 99-09-15]

RIN 2120-AA64

**Airworthiness Directive; Raytheon Aircraft Company Beech Models A36, B36TC, 58, 58A, C90A, B200, B300, and 1900D Airplanes**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) Beech Models A36, B36TC, 58, 58A, C90A, B200, B300, and 1900D airplanes. This AD requires inspecting for interference or inadequate clearance between the flight control mechanism and any component located forward of the instrument panel. If interference or inadequate clearance is found, this AD requires securing all components so that they are clear of the flight control mechanism. This AD is the result of an incident where the electrical/avionics wires made contact with and restricted the control system of the affected airplanes. The actions specified by this AD are intended to prevent any component or wiring from interfering with the flight control mechanism caused by inadequate clearance, which could result in reduced or loss of aileron and/or elevator control.

**DATES:** Effective May 18, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 18, 1999.

Comments for inclusion in the Rules Docket must be received on or before June 18, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Region Counsel, Attention: Rules Docket No. 99-CE-11-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5472 or (316) 676-3140. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-11-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Mr. Todd Dixon, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4152; facsimile: (316) 946-4407.

#### **SUPPLEMENTARY INFORMATION:**

#### **Discussion**

The FAA has received a report of an incident where a Raytheon Beech Model 1900D airplane temporarily lost aileron and elevator control when the control column restricted. After applying pressure several times to the control wheel, the airplane pilot was able to free the system and regain full control. Upon investigation of the incident, maintenance personnel found that the electrical/avionics wiring that is located forward of the instrument panel was entangled in the flight control system "T" column. To correct the problem, the wiring was secured away from the control column assembly.

#### **Relevant Service Information**

Raytheon has issued Mandatory Service Bulletin SB 27-3232, Issued: March, 1999, which specifies procedures for inspecting for interference and inadequate clearance between the flight control mechanism and any component located forward of the instrument panel.

Raytheon has also issued Safety Communique No. 149, dated August 1998; and Safety Communique No. 149, Rev. 1, dated November 1998. These service documents pertain to the flight control clearance condition and contain basically the same information as

Mandatory Service Bulletin SB 27-3232, Issued: March, 1999.

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

After examining the circumstances and reviewing all available information related to the incidents described above, including the relevant service information, the FAA has determined that AD action should be taken to prevent any components or wiring from interfering with the flight control mechanism caused by inadequate clearance, which could result in reduced or loss of aileron and/or elevator control.

#### **Explanation of the Provisions of the AD**

Since an unsafe condition has been identified that is likely to exist or develop in other Raytheon Beech Models A36, B36TC, 58, 58A, C90A, B200, B300, and 1900D airplanes of the same type design, the FAA is issuing an AD. This AD requires inspecting for interference or inadequate clearance between the flight control mechanism and any component located forward of the instrument panel. If interference or inadequate clearance is found, this AD requires securing all components so that they are clear of the flight control mechanism. Accomplishment of the required actions specified in this AD is required in accordance with Raytheon Mandatory Service Bulletin SB 27-3232, Issued: March, 1999.

#### **Determination of the Effective Date of the AD**

Since a situation exists (possible loss of aileron and/or elevator control) that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

#### **Comments Invited**

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this 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 will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in

evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 99-CE-11-AD." The postcard will be date stamped and returned to the commenter.

#### **Regulatory Impact**

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a significant regulatory action under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

#### **List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### **Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

**99-09-15 Raytheon Aircraft Company** (All type certificates of the affected airplanes previously held by the Beech Aircraft Corporation): Amendment 39-11148; Docket No. 99-CE-11-AD.

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

Model	Serial Nos.
A36 .....	E-3058 through E-3156, E-3158 through E-3170, E-3172 through E-3177, E-3180 through E-3185, E-3187 through E-3198, E-3200, and E-3202.
B36TC .....	EA-594 through EA-610, EA-613, EA-615, EA-616, EA-618, EA-619, and EA-621.
58 and 58A .....	TH-1806 through TH-1840, TH-1842 through TH-1854, TH-1856, TH-1860 through TH-1867, and TH-1870.
C90A .....	LJ-1459 through LJ-1504, LJ-1506 through LJ-1523, and LJ-1525 through LJ-1530.
B200 .....	BB-1551 through BB-1591, BB-1593 through BB-1622, and BB-1624 through BB-1627.
B300 .....	FL-152 through FL-179, FL-181 through FL-187, FL-189, FL-190, FL-192, FL-194, FL-196 through FL-205, FL-207, FL-210, and FL-211.
1900D .....	UE-1 through UE-319, UE-321, UE-323 through UE-328, UE-330 and UE-332.

**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 as indicated in the body of this AD, unless already accomplished.

To prevent any components or wiring from interfering with the flight control mechanism caused by inadequate clearance, which could result in reduced or loss of aileron and/or elevator control, accomplish the following:

(a) Within the next 25 hours time-in-service after the effective date of this AD, inspect for interference or inadequate clearance between the flight control mechanism and any component located forward of the instrument panel. Perform this action in accordance with the Accomplishment Instructions in Raytheon Mandatory Service Bulletin SB 27-3232, Issued: March, 1999.

(b) If interference or inadequate clearance is found during the inspection required by paragraph (a) of this AD, prior to further flight, secure all components clear of the flight control mechanism as specified in the service bulletin.

(c) If the actions required in paragraphs (a) and (b) of this AD have been accomplished in accordance with Raytheon Safety Communiqué No. 149, Rev. 1, dated November 1998, or Raytheon Safety Communiqué No. 149, dated August 1998, then no further action is required by this AD.

(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 times 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.

(f) The inspection and modification required by this AD shall be done in accordance with Raytheon Mandatory Service Bulletin SB 27-3232, Issued: March, 1999. 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 Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. 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.

(g) This amendment becomes effective on May 18, 1999.

Issued in Kansas City, Missouri, on April 19, 1999.

**James E. Jackson,**

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

[FR Doc. 99-10314 Filed 4-27-99; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-SW-54-AD; Amendment 39-11150; AD 99-09-16]

**RIN 2120-AA64**

#### **Airworthiness Directives; Eurocopter France (Eurocopter) Model SE 3130, SE 313B, SA 3180, SA 318B, and SA 318C Helicopters**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to Eurocopter Model SE 3130, SE 313B, SA 3180, SA 318B, and SA 318C helicopters, that currently requires a visual inspection of the main rotor blade reinforcement strips for debonding between the reinforcement strips of the blade; and a visual inspection of the main rotor blade (blade) skin for cracks or corrosion, and replacement of the blade with an airworthy blade if certain debonding or a crack or corrosion is found. This amendment requires additional inspections using a tapping method, redefines the area to be inspected, and increases the repetitive inspection interval. This amendment is prompted by an in-flight failure of a main rotor blade on a Eurocopter SE 3130 helicopter. The actions specified by this AD are intended to detect bonding separation, cracks, or corrosion in the area of the blade root reinforcement