

**§ 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. 99-CE-10-AD. Applicability: Models PC-12 and PC-12/45 airplanes, manufacturer serial numbers 101 through MSN 260, 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 (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 as indicated in the body of this AD, unless already accomplished.

To prevent damage to electrical components if the generator 2 is not switched off prior to engine shutdown and it overheats, which could result in loss of electrical power to certain critical airplane components, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, modify the generator 2 excitation by removing certain diodes and installing a new 5-amp circuit breaker and suppression filter. Perform these actions in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Pilatus Service Bulletin No. 24-012, dated February 19, 1999.

**Note 2:** The affected airplanes incorporate one of the following generators:

- a BOSCH Generator 2, part number (P/N) 524.32.12.158. This generator is installed at the factory on Pilatus Models PC-12 and PC-12/45 airplanes beginning with manufacturer serial number 231 and could be installed on airplanes with a manufacturer serial number in the range of 101 through 230 by incorporating Pilatus Service Bulletin No. 24-010, dated September 28, 1998; or
- an ELECTRO SYSTEMS Generator 2, P/N 978.87.24.121, with Pilatus Service Bulletin No. 24-009 (installation of support bracket and cut-out relay) incorporated. This generator is installed at the factory on Pilatus Models PC-12 and PC-12/45 airplanes with a manufacturer serial number in the range of 101 through 230. AD 99-06-17, Amendment 39-11081 (64 FR 13882, March 23, 1999), requires installing the support bracket and cut-out relay specified in Pilatus Service Bulletin No. 24-009, dated September 23, 1998, on Pilatus Models PC-12 and PC-12/45 airplanes with a manufacturer serial number in the range of 181 through 230.

(b) As of the effective date of this AD, no person may install, on any affected airplane, a generator 2 that does not have the modification referenced in paragraph (a) of this AD incorporated.

(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 times 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 Pilatus Service Bulletin No. 24-012, dated February 19, 1999, should be directed to Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 63 19; 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 4:** The subject of this AD is addressed in Swiss AD HB 99-143, dated February 19, 1999.

Issued in Kansas City, Missouri, on June 4, 1999.

**Marvin R. Nuss,**

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

[FR Doc. 99-14936 Filed 6-11-99; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-CE-16-AD]

RIN 2120-AA64

#### Airworthiness Directives; LET Aeronautical Works Model L-13 "Blanik" 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 LET Aeronautical Works (LET) Model L-13 "Blanik" sailplanes. The proposed AD would require painting (using a contrasting color, i.e., red paint) the left

hand elevator drive mechanism in order to not have the elevator drive bellcrank inadvertently installed backwards. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for the Czech Republic. The actions specified by the proposed AD are intended to prevent the elevator drive bellcrank from being installed backwards, which could result in an incorrect rigging of the elevator flight control with potential reduced or loss of control of the sailplane.

**DATES:** Comments must be received on or before July 14, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-16-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 LET Aeronautical Works, Kunovice 686 04, Czech Republic; telephone: +420 632 55 44 96; facsimile: +420 632 611 26. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mike Kiesov, Aerospace Engineer, 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. 99-CE-16-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. 99-CE-16-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

#### Discussion

The Civil Aviation Authority of the Czech Republic (CAA CZ), which is the airworthiness authority for the Czech Republic, notified the FAA that an unsafe condition may exist on certain LET Model L-13 "Blanik" sailplanes. The CAA CZ reports a recent accident of one of the affected sailplanes where the elevator drive bellcrank was incorrectly installed.

Improper installation of the elevator drive bellcrank, if not corrected, could result in an incorrect rigging of the elevator flight control with potential reduced or loss of control of the sailplane.

#### Relevant Service Information

LET has issued Mandatory Bulletin No. L13/082a, dated December 10, 1998, which specifies procedures for painting (using red paint) the left hand elevator drive mechanism in order to not have the elevator drive bellcrank inadvertently installed backwards. This includes procedures for dismantling and reassembling the elevator drive bellcrank.

The CAA CZ classified this service bulletin as mandatory and issued Czech Republic AD Number : CAA-AD-4-099/98, dated December 30, 1998, in order to assure the continued airworthiness of these sailplanes in the Czech Republic.

#### The FAA's Determination

This sailplane model is manufactured in the Czech Republic 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 CZ

has kept the FAA informed of the situation described above.

The FAA has examined the findings of the CAA CZ; 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 LET Model L-13 "Blanik" sailplanes of the same type design registered in the United States, the FAA is proposing AD action. The proposed AD would require painting (using a contrasting color, i.e., red paint) the left hand elevator drive mechanism in order to not have the elevator drive bellcrank inadvertently installed backwards. Accomplishment of the proposed action would be in accordance with LET Mandatory Bulletin No. L13/082a, dated December 10, 1998.

#### Compliance Time of the Proposed AD

Although flight control problems caused by improper installation of the elevator drive bellcrank are only unsafe while the affected sailplanes are in flight, the condition could occur after any time the elevator drive bellcrank is reinstalled on the sailplane. The chance of this situation occurring is the same for a sailplane with 10 hours time-in-service (TIS) as it is for a sailplane with 500 hours TIS. For this reason, the FAA is utilizing a compliance based on calendar time instead of hours TIS in the proposed AD in order to assure that the unsafe condition is addressed on all sailplanes in a reasonable time period.

#### Cost Impact

The FAA estimates that 140 sailplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 1 workhour per sailplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$5 per sailplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$9,100, or \$65 per sailplane.

#### 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:

**LET Aeronautical Works:** Docket No. 99-CE-16-AD.

**Applicability:** Model L-13 "Blanik" 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 (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 as indicated in the body of this AD, unless already accomplished.

To prevent the elevator drive bellcrank from being installed backwards, which could result in an incorrect rigging of the elevator flight control with potential reduced or loss of control of the sailplane, accomplish the following:

(a) Within the next 3 calendar months after the effective date of this AD, paint (using a contrasting color, i.e., red paint) the elevator drive mechanism to prevent the elevator drive bellcrank from being inadvertently installed backwards. Accomplish this action in accordance with the Work Procedure section, including Figure 1, of LET Mandatory Bulletin No. L13.082a, dated December 10, 1998.

(b) As of the effective date of this AD, no person may install, on any affected sailplane, an elevator drive bellcrank where the following has not been accomplished:

(1) The elevator bellcrank inspected to assure that it is not installed backwards; and

(2) The elevator drive bellcrank painted as required by paragraph (a) of this AD.

(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 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.

(e) Questions or technical information related to LET Mandatory Bulletin No. L13/082a, dated December 10, 1998, should be directed to LET Aeronautical Works, Kunovice 686 04, Czech Republic; telephone: +420 632 55 44 96; facsimile: +420 632 611 26. 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 Czech Republic AD Number: CAA-AD-4-099/98, dated December 30, 1998.

Issued in Kansas City, Missouri, on June 4, 1999.

**Marvin R. Nuss,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-47-AD]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 737-100, -200, -300, -400, and -500 Series Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Boeing Model 737-100, -200, -300, -400, and -500 series airplanes. For certain airplanes, this proposal would require installation of a transient suppression diode in the wiring circuit of the refueling valve-to-float switch of each fuel tank. For certain other airplanes, this proposal would require replacement of the existing transient suppression diode with an improved diode. This proposal also would require a functional test to verify proper installation of each diode, and corrective action, if necessary. This proposal is prompted by incidents of electrical fire during fueling of the airplane, due to a short circuit and overheating of a transient suppression diode. The actions specified by the proposed AD are intended to prevent such conditions, which could result in electrical arcing and ignition of fuel vapors at the refueling receptacle for the fuel tanks, and consequent fire during airplane fueling.

**DATES:** Comments must be received by July 29, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-47-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Dorr Anderson, Aerospace Engineer,

Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2684; fax (425) 227-1181.

#### 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 shall 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 summarizing 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 Number 99-NM-47-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, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-47-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### Discussion

The FAA has received reports indicating that electrical fires have been detected during fueling of two Boeing Model 737 series airplanes. The affected airplanes have transient suppression diodes installed in the wiring circuit of the refueling valve-to-float switch of the fuel tanks to prevent electrical transients from entering the fuel tanks.

Investigation revealed that a short circuit in the transient suppression diode of the number 1 fuel tank caused electrical arcing, and consequent fire. The diode is located 17 inches from the P15 pressure fueling panel. In the event