

owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) 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 300 hours time-in-service, unless accomplished previously.

To prevent intermittent hydraulic pressure to the flight controls and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove hydraulic relief valve, part number (P/N) 206-076-036-101, and replace it with an improved hydraulic relief valve, P/N 206-076-036-105, in accordance with the Accomplishment Instructions in Bell Helicopter Textron Alert Service Bulletin No. 206L-98-111, dated July 24, 1998.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Certification Office, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

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

(d) Replacement of the valve shall be done in accordance with the Accomplishment Instructions in Bell Helicopter Textron Alert Service Bulletin No. 206L-98-111, dated July 24, 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 Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J0N1L0, telephone (800) 463-3036, fax (514) 433-0272. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on August 2, 1999.

Note 3: The subject of this AD is addressed in Transport Canada (Canada) AD CF-98-34, dated September 10, 1998.

Issued in Fort Worth, Texas, on June 15, 1999.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99-15902 Filed 6-25-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-122-AD; Amendment 39-11211; AD 99-14-03]

RIN 2120-AA64

Airworthiness Directives; Pilatus Aircraft Ltd. Models PC-12 and PC-12/45 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 98-13-08, which currently requires replacing and re-routing the power return cables on the starter generator and the generator 2 on certain Pilatus Aircraft Ltd. (Pilatus) Models PC-12 and PC-12/45 airplanes. AD 98-13-08 also requires inserting a temporary revision to the pilot operating handbook (POH), and installing a placard near the standby magnetic compass. This AD retains the actions currently required by AD 98-13-08 on all airplanes affected by that AD, and requires replacing the temporary revision to the POH and the placard near the standby magnetic compass with an improved procedural POH revision and placard. This AD also requires the placard and the temporary revision to the POH for additional manufacturer serial number Models PC-12 and PC-12/45 airplanes; and requires accomplishing improved Standby Magnetic Compass Swing procedures and incorporating a temporary revision to the maintenance manual on all of the affected airplanes. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland. The actions specified by this AD are intended to prevent directional deviation on the standby magnetic compass caused by modifications made to the airplane since manufacture, which could result in flight-path deviation during critical phases of flight.

DATES: Effective August 17, 1999.

The incorporation by reference of Pilatus PC-12 Maintenance Manual Temporary Revision No. 34-03, dated July 16, 1998, as specified in Pilatus Service Bulletin No. 34-006, dated September 3, 1998, as listed in the regulations is approved by the Director of the Federal Register as of August 17, 1999.

The incorporation by reference of Pilatus PC XII Service Bulletin No. 24-

002, Rev. No. 1, dated September 20, 1996, as listed in the regulations was previously approved by the Director of Federal Register as of July 31, 1998 (63 FR 32975, July 17, 1998).

ADDRESSES: Service information that applies to this AD may be obtained from Pilatus Aircraft Ltd., Marketing Support Department, CH-6370 Stans, Switzerland; telephone: +41 41-6196 233; facsimile: +41 41-6103 351. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-122-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: Roman T. Gabrys, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Pilatus Models PC-12 and PC-12/45 airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on April 14, 1999 (64 FR 18382). The NPRM proposed to supersede AD 98-13-08, Amendment 39-10596 (63 FR 32975, June 17, 1998). AD 98-13-08 currently requires replacing and re-routing the power return cables on the starter generator and generator 2; inserting a temporary revision to the POH; and installing a placard near the standby magnetic compass, using at least 1/8 inch letters, with the following words: "STANDBY COMPASS FOR CORRECT READING CHECK: WINDSHIELD DE-ICE LH & RH HEAVY & COOLING SYSTEM OFF."

The NPRM proposed to retain the actions currently required by AD 98-13-08 on all airplanes affected by that AD (manufacturer serial numbers 101 through 147), and would require replacing the temporary revision to the POH and the placard near the standby magnetic compass with an improved procedural POH revision and placard. The NPRM also proposed to require the placard and the temporary revision to the POH for additional manufacturer serial number Models PC-12 and PC-12/45 airplanes; and would require accomplishing improved Standby Magnetic Compass Swing procedures and incorporating a temporary revision

to the maintenance manual on all of the affected airplanes. The placard will incorporate the following language:

"STANDBY COMPASS FOR CORRECT READING SWITCH: AVIONICS ON NAV & INSTRUMENT LIGHTING AS REQUIRED WINDSHIELD DE-ICE LH & RH OFF AUXILIARY HEATING SYSTEMS OFF AUXILIARY COOLING SYSTEM OFF"

Accomplishment of the proposed replacement and re-routing of the power return cables as specified in the NPRM would be required in accordance with Pilatus PC XII Service Bulletin No. 24-002, Rev. No. 1, dated September 20, 1996.

The proposed Standby Magnetic Compass Swing procedures as specified in the NPRM would be accomplished in accordance with PC-12 Maintenance Manual Temporary Revision No. 34-03, dated July 16, 1998, as specified in Pilatus Service Bulletin No. 34-006, dated September 3, 1998.

The NPRM was the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 70 airplanes in the U.S. registry will be affected by this AD.

Approximately 40 of these airplanes are affected by the power return cable replacement and re-routing requirements that are being retained from AD 98-13-08. The FAA estimates that it will take approximately 12 workhours per airplane to accomplish these actions, and that the average labor rate is approximately \$60 an hour. Pilatus will provide parts at no cost to the owners/operators of the affected airplanes. Based on these figures, the cost impact of the replacement and re-routing requirements on U.S. operators is \$28,800, or \$720 per airplane. This AD imposes no additional replacement

and re-routing cost impact upon U.S. operators of the affected airplanes over that currently required by AD 98-13-08.

Accomplishing the improved Standby Magnetic Compass Check Swing procedures will be required for approximately 70 airplanes and will take approximately 3 workhours per airplane to accomplish at an average labor rate of \$60 per hour. Based on these figures, the cost impact on U.S. operators to accomplish the improved Standby Magnetic Compass Check Swing procedures will be \$12,600, or \$180 per airplane.

The POH revision and placard requirements will be required for approximately 70 airplanes. Incorporating the POH revisions and fabricating and installing a placard 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 section 43.9 of the Federal Aviation Regulations (14 CFR 43.9). The only cost impact the placard and POH revision requirements impose is the time it will take each owner/operator of the affected airplanes to incorporate this information into the POH and fabricate and install the placard.

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 removing Airworthiness Directive (AD) 98-13-08, Amendment 39-10596 (63 FR 32975, June 17, 1998), and by adding a new AD to read as follows:

99-14-03 Pilatus Aircraft LTD.:

Amendment 39-11211; Docket No. 98-CE-122-AD, Supersedes AD 98-13-08, Amendment 39-10596.

Applicability: Models PC-12 and PC-12/45 airplanes, manufacturer serial numbers 101 through 230, 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 (g) 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 directional deviation on the standby magnetic compass caused by modifications made to the airplane since manufacture, which could result in flight-path deviation during critical phases of flight, accomplish the following:

(a) For airplanes incorporating manufacturer serial numbers 101 through 147, within the next 100 hours time-in-service (TIS) after July 31, 1998 (the effective date of AD 98-13-08), accomplish the following:

(1) Replace the starter generator cable and the generator 2 power return cables with new cables of improved design and re-route these cables, in accordance with the Accomplishment Instructions section in Pilatus PC XII Service Bulletin (SB) No. 24-002, Rev. No. 1, dated September 20, 1996.

(2) Remove the temporary revision titled "Electrical Cables," dated March 7, 1996, from the Pilot Operating Handbook (POH) and insert a temporary revision titled "Electrical Cables" Rev. 1, dated July 12, 1996. Accomplish this action in accordance with the Accomplishment Instructions section in Pilatus PC XII SB No. 24-002, Rev. No. 1, dated September 20, 1996.

(b) For airplanes incorporating manufacturer serial numbers 101 through 147, within the next 50 hours TIS after the effective date of this AD, replace the placard installed near the standby magnetic compass that is required by AD 98-13-08, with a new placard that incorporates the following words (using at least 1/8-inch letters):

STANDBY COMPASS FOR CORRECT
READING SWITCH: AVIONICS ON NAV &
INSTRUMENT LIGHTING AS REQUIRED
WINDSHIELD DE-ICE LH & RH OFF
AUXILIARY HEATING SYSTEMS OFF
AUXILIARY COOLING SYSTEM OFF

This placard is referenced in Pilatus Service Bulletin No. 34-006, dated September 3, 1998.

(c) For airplanes incorporating manufacturer serial numbers 148 through 230, within the next 50 hours TIS after the effective date of this AD, install a placard with the following words (using at least 1/8-inch letters) near the standby magnetic compass:

STANDBY COMPASS FOR CORRECT
READING SWITCH: AVIONICS ON NAV &
INSTRUMENT LIGHTING AS REQUIRED
WINDSHIELD DE-ICE LH & RH OFF
AUXILIARY HEATING SYSTEMS OFF
AUXILIARY COOLING SYSTEM OFF

This placard is referenced in Pilatus Service Bulletin No. 34-006, dated September 3, 1998.

(d) For all affected manufacturer serial number airplanes, within the next 50 hours TIS after the effective date of this AD, accomplish the following:

(1) Insert Pilatus Report No. 01973-001, Temporary Revision, Standby Compass, dated July 16, 1998, into the Pilot Operating Handbook (POH).

(2) Accomplish the improved Standby Magnetic Compass Check Swing procedures in accordance with Pilatus PC-12 Maintenance Manual Temporary Revision No. 34-03, dated July 16, 1998, as specified in Pilatus Service Bulletin No. 34-006, dated September 3, 1998.

(3) Insert Pilatus PC-12 Maintenance Manual Temporary Revision No. 34-03, dated July 16, 1998, in chapter 34-21-00 facing page 502 of the maintenance manual. Disregard existing pages 502 through 506.

(e) Accomplishment of the POH revision, maintenance manual insertions, and placard fabrication and installation, as required by paragraphs (a)(2), (b), (c), (d)(1), and (d)(3) 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).

(f) 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.

(g) 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.

(1) 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.

(2) Alternative methods of compliance approved in accordance with AD 98-13-08 are not considered approved as alternative methods of compliance for this AD.

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.

(h) Questions or technical information related to the service information referenced in this AD should be directed to Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6370 Stans, Switzerland; telephone: +41 41 6196 233; facsimile: +41 41 6103 351. 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.

(i) The replacement and modification of the starter generator cable and the generator 2 power return cable and the POH revision replacement required by this AD shall be done in accordance with Pilatus PC XII Service Bulletin No. 24-002, Rev. No. 1, dated September 20, 1996. The Standby Magnetic Compass Check Swing procedures required by this AD shall be done in accordance with Pilatus PC-12 Maintenance Manual Temporary Revision No. 34-03, dated July 16, 1998, as specified in Pilatus Service Bulletin No. 34-006, dated September 3, 1998.

(1) The incorporation by reference of Pilatus PC XII Service Bulletin No. 24-002, Rev. No. 1, dated September 20, 1996, was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of July 31, 1998 (63 FR 32975, July 17, 1998).

(2) The incorporation by reference of Pilatus PC-12 Maintenance Manual Temporary Revision No. 34-03, dated July 16, 1998, as specified in Pilatus Service Bulletin No. 34-006, dated September 3, 1998, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(3) Copies may be obtained from Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6370 Stans, Switzerland. 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 Swiss AD HB-98-426, dated November 6, 1998.

(j) This amendment supersedes AD 98-13-08, Amendment 39-10596.

(k) This amendment becomes effective on August 17, 1999.

Issued in Kansas City, Missouri, on June 18, 1999.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-16277 Filed 6-25-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-120-AD; Amendment 39-11210; AD 99-14-02]

RIN 2120-AA64

Airworthiness Directives; LET Aeronautical Works Model L33 SOLO Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain LET Aeronautical Works (LET) Model L33 SOLO sailplanes. This AD requires replacing the main wing attachment and wing spar root pins and modifying the corresponding area. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for the Czech Republic. The actions specified by this AD are intended to prevent structural failure of the wing attachments caused by the current design configuration, which could result in the wing separating from the sailplane with consequent loss of control.

DATES: Effective August 17, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 17, 1999.

ADDRESSES: Service information that applies to this AD may be obtained from LET Aeronautical Works, 686 04 Kunovice, Czech Republic; telephone: +420 632 51 11 11; facsimile: +420 632 613 52. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-120-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.