

Piaggio Service Bulletin (Mandatory) No.: SB-80-0072, Revision No. 1, dated September 9, 1998.

**Note 2:** Part C of Piaggio Service Bulletin (Mandatory) No.: SB-80-0072; Revision No. 1, dated September 9, 1998, includes procedures for accomplishing this AD for those airplanes where the Original Issue of the above-referenced service bulletin was already incorporated. For those owners/operators who have already accomplished the actions specified in Piaggio Service Bulletin (Mandatory) No.: SB-80-0072, Original Issue: June 5, 1998, only these procedures in Part C apply.

(e) 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.

(f) 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.

(g) Questions or technical information related to Piaggio Service Bulletin (Mandatory) No.: SB-80-0072, Original Issue: June 5, 1998; Revision No. 1, dated September 9, 1998, should be directed to I.A.M. Rinaldo Piaggio S.p.A., Via Cibrario, 4 16154 Genoa, Italy. 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 Italian AD 98-329, dated September 18, 1998.

Issued in Kansas City, Missouri, on February 9, 1999.

**Marvin R. Nuss,**

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

[FR Doc. 99-3889 Filed 2-17-99; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-CE-04-AD]

RIN 2120-AA64

#### Airworthiness Directives; Fairchild Aircraft, Inc. SA226-T, SA226-T(B), SA226-AT, and SA226-TC 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 Fairchild Aircraft, Inc. (Fairchild) Models SA226-T, SA226-T(B), SA226-AT, and SA226-TC airplanes. The proposed AD would require replacing the existing brake master cylinders with brake master cylinders of improved design. The proposed AD is the result of an accident of a Model SA226-TC airplane where the master cylinder did not totally release the brake hydraulic pressure at the beginning of the takeoff roll. This caused the brakes to drag and the left-hand main wheel brakes to overheat, resulting in a wheel well area fire. The actions specified by the proposed AD are intended to prevent this situation from occurring on other airplanes, which could result in loss of control of the airplane and passenger injury during landing, takeoff, or taxi operations.

**DATES:** Comments must be received on or before April 12, 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-04-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 Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490; telephone: (210) 824-9421; facsimile: (210) 820-8609. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Werner Koch, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5133; facsimile: (817) 222-5960.

**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-04-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-04-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

### Discussion

The FAA has received a report of an accident on a Fairchild Model SA226-TC airplane of Canadian registry. Analysis of the accident reveals that the master cylinder did not totally release the brake hydraulic pressure at the beginning of the takeoff roll. This caused the brakes to drag and the left-hand main wheel brakes to overheat, resulting in a wheel well area fire.

This condition, if not corrected on other airplanes of the same type design, could result in a wheel well area fire, loss of control of the airplane, and passenger injury during landing, takeoff, or taxi operations.

### Relevant Service Information

Fairchild has issued Service Bulletin 226-32-046, which incorporates the following pages:

Pages	Revision level and date
4, 5, 6, 8, 9, and 10.	Issued: November 29, 1983.
1, 2, 3, and 7.	Revised: March 19, 1984.

This service bulletin specifies procedures for replacing the existing brake master cylinders with brake master cylinders of improved design.

#### 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 the main wheel brakes from overheating because of the existing brake master cylinders not totally releasing the brake hydraulic pressure and causing the brakes to drag. This could result in loss of control of the airplane and passenger injury during landing, takeoff, or taxi operations.

#### Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Fairchild Models SA226-T, SA226-T(B), SA226-AT, and SA226-TC airplanes of the same type design, the FAA is proposing AD action. The proposed AD would require replacing the existing brake master cylinders with brake master cylinders of improved design. Accomplishment of the proposed replacement would be required in accordance with Fairchild Service Bulletin 226-32-046, which incorporates the following pages:

Pages	Revision level and date
4, 5, 6, 8, 9, and 10.	Issued: November 29, 1983.
1, 2, 3, and 7.	Revised: March 19, 1984.

#### Cost Impact

The FAA estimates that 200 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 16 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$1,200 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$432,000, or \$2,160 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:

**Fairchild Aircraft, Inc.:** Docket No. 99-CE-04-AD.

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

Model	Serial numbers
SA226-T.	T201 through T275, T277 through T291.
SA226-T(B).	T(B)276, T(B)292 through T(B)417.
SA226-AT.	AT001 through AT069, AT071 through AT074.

Model	Serial numbers
SA226-TC.	TC201 through TC419.

**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 the main wheel brakes from overheating because of the existing brake master cylinders not totally releasing the brake hydraulic pressure and causing the brakes to drag, which could result in a wheel well area fire, loss of control of the airplane, and/or passenger injury during landing, takeoff, or taxi operations, accomplish the following:

(a) Within the next 300 hours time-in-service (TIS) after the effective date of this AD, replace the existing brake master cylinders with improved design brake master cylinders as specified in the service information presented below (or FAA-approved equivalent part numbers). Accomplish this replacement in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Service Bulletin 226-32-046, which incorporates the following pages:

Pages	Revision level and date
4, 5, 6, 8, 9, and 10.	Issued: November 29, 1983.
1, 2, 3, and 7.	Revised: March 19, 1984.

(b) As of the effective date of this AD, no person may install, on any affected airplane, brake master cylinders that are not of improved design, part numbers as specified in the service information in paragraph (a) of this AD (or FAA-approved equivalent part numbers).

(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 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, FAA, Airplane Certification Office (ACO), 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector,

who may add comments and then send it to the Manager, Fort Worth ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490; 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 February 9, 1999.

**Marvin R. Nuss,**

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

[FR Doc. 99-3887 Filed 2-17-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-286-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Boeing Model 747-200, -300, and -400 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 747-200, -300, and -400 series airplanes. This proposal would require replacement of fuse pins in the upper link, midspar fittings, and diagonal brace of the nacelle strut with new corrosion-resistant pins. This proposal is prompted by reports of cracked fuse pins in the upper link, midspar fittings, and diagonal brace of the nacelle strut due to fatigue and corrosion. The actions specified by the proposed AD are intended to prevent cracking or corrosion of the fuse pins of the nacelle strut, which could result in failure of the fuse pin and strut-to-wing attachment, and consequent loss of the strut and separation of the engine from the airplane.

**DATES:** Comments must be received by April 5, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-286-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:**

Tamara L. Anderson, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2771; 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 98-NM-286-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. 98-NM-286-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

## **Discussion**

The FAA has received numerous reports indicating that cracking of various structural members of the strut-to-wing attachment has been detected on Boeing Model 747 series airplanes on which certain strut/wing modifications have not been accomplished. In addition, the FAA has received reports indicating that cracking has been detected in "bulkhead-style" fuse pins (made of 4330 or 4340 steel) installed in the upper link, midspar fittings, and diagonal brace of the nacelle strut. Such cracking has been attributed to fatigue and corrosion. This condition, if not corrected, could result in failure of the fuse pin and strut-to-wing attachment, and consequent loss of the strut and separation of the engine from the airplane.

#### **Explanation of Relevant Service Information**

The FAA has reviewed and approved Boeing Service Bulletin 747-54-2155, Revision 2, dated June 6, 1996, which describes procedures for replacement of the fuse pins in the upper link, midspar fittings, and diagonal brace of the nacelle strut with new "third-generation" corrosion-resistant pins (made of 15-5 steel). In addition to removal of the existing pins and installation of new pins, the procedures for replacing the pins in the midspar fittings include measurement of the distance between the midspar pin, nut, and retainer and the hydraulic supply line of the Engine Driven Pump (EDP); and replacement of the hydraulic supply line of the EDP with new parts, if necessary.

Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

#### **Other Relevant Rulemaking**

Repetitive inspections of the fuse pins of the upper link, midspar fittings, and diagonal brace are required by AD 97-14-06, amendment 39-10064 (62 FR 35953, July 3, 1997); AD 92-24-51, amendment 39-8439 (57 FR 60118, December 18, 1992); and AD 93-03-14, amendment 39-8518 (58 FR 14513, March 18, 1993); respectively. Accomplishment of the replacement of fuse pins of the upper link, midspar fitting, and diagonal brace in accordance with this proposed AD would terminate the repetitive inspection requirements for the fuse pins in those areas.

#### **Explanation of Requirements of Proposed Rule**

Since an unsafe condition has been identified that is likely to exist or