

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 40 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 6 workhours per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts will be provided at no cost by the manufacturer. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$14,400 or \$360 per airplane.

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:

98-08-26 Pilatus Aircraft Ltd.: Amendment 39-10475; Docket No. 97-CE-46-AD.

Applicability: Model PC-12 and PC-12/45 airplanes, serial numbers MSN 001 through MSN 168, 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 (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 within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent electrical arcing in the fuel tanks and detonation of the fuel-air mixture, which can be created by poor electrical bonding of fuel tank underwing access panels, and could result in a fire on the airplane, accomplish the following:

(a) Install aluminum bonding bushings onto the screws for certain fuel tank underwing access panels in accordance with Part A and Part B of the Accomplishment Instructions in Pilatus Service Bulletin No. 57-001, dated February 28, 1997.

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

(c) 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, Aircraft Certification Service, 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 Pilatus Service Bulletin No. 57-001, dated February 28, 1997, should be directed to Pilatus Aircraft Ltd., CH-6370 Stans, Switzerland. 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.

(e) The installations required by this AD shall be done in accordance with Pilatus Service Bulletin No. 57-001, dated February 28, 1997. 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 Pilatus Aircraft Ltd., 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.

(f) This amendment becomes effective on May 29, 1998.

Issued in Kansas City, Missouri, on April 9, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-10176 Filed 4-17-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-114-AD; Amendment 39-10480; AD 98-09-01]

RIN 2120-AA64

Airworthiness Directives; Gulfstream Model GV Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Gulfstream Model GV series airplanes. This action requires inspections and functional tests of the elevator Hardover Prevention System (HOPS) to detect any miswiring of electrical connectors, correction of any discrepancy found, and eventual modification of the HOPS wiring. This amendment is prompted by reports of incorrect matching of electrical connectors to the hydraulic deactivation valves of the elevator HOPS. The actions specified in this AD are intended to prevent the incorrect operation of the elevator HOPS, which could result in loss of control of the airplane.

DATES: Effective May 5, 1998.

The incorporation by reference of certain publications listed in the

regulations is approved by the Director of the Federal Register as of May 5, 1998.

Comments for inclusion in the Rules Docket must be received on or before June 19, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-114-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Gulfstream Aerospace Corporation, P.O. Box 2206, M/S D-10, Savannah, Georgia 31402-9980. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Neil Berryman, Aerospace Engineer, Systems and Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30337-2748; telephone (770) 703-6066; fax (770) 703-6097.

SUPPLEMENTARY INFORMATION: The FAA has received reports indicating that, during recent inspections and operational tests of the elevator Hardover Prevention System (HOPS) on certain Gulfstream Model GV series airplanes, a configuration discrepancy was identified in which certain electrical connectors were incorrectly connected to the hydraulic deactivation valves of the elevator HOPS. The flight control hydraulic servos on the Gulfstream Model GV series airplane incorporate two redundant actuator pistons. The HOPS is designed to detect a runaway (or hardover) condition in either of these actuator pistons, and to subsequently shut down the affected side of the hydraulic servo. If the elevator HOPS is wired incorrectly, the system will shut down the wrong side of the hydraulic servo although that actuator is still operating properly. This condition, if not corrected, would prevent the correct operation of the elevator HOPS, which could result in loss of control of the airplane.

Explanation of Relevant Service Information

The FAA has reviewed and approved Gulfstream Aerospace Alert Customer Bulletin No. 3, dated February 25, 1998, which describes procedures for performing a one-time inspection of the elevator HOPS to detect any incorrect wiring connections associated with the HOPS hydraulic deactivation valves, and corrective action, if necessary. The alert customer bulletin also describes procedures for a one-time functional test to ensure correct operation of the elevator HOPS.

In addition, the FAA has reviewed and approved Gulfstream Aerospace GV Customer Bulletin No. 4, dated March 31, 1998, which describes procedures for modifying the electrical harness of the hydraulic deactivation valves of the left elevator HOPS, and installing additional identification decals in order to prevent future miswiring. Accomplishment of the actions specified in this customer bulletin eliminates the need for the inspection and functional test specified in Gulfstream Alert Customer Bulletin No. 3.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent the incorrect operation of the elevator HOPS, which could result in loss of control of the airplane. This AD requires accomplishment of the actions specified in the customer bulletins described previously, except as discussed below.

Differences Between This Rule and Customer Bulletin

Operators should note that Gulfstream Aerospace Alert Customer Bulletin No. 3, dated February 25, 1998, describes a one-time inspection and functional test to verify proper electrical configuration and operation of the elevator HOPS. The FAA has determined that, because of the safety implications and consequences associated with energizing the incorrect hydraulic deactivation valve of the elevator HOPS, performance of the inspection and functional test is necessary following accomplishment of any maintenance action associated with the elevator HOPS, until the wiring modifications described in Gulfstream Aerospace GV Customer Bulletin No. 4, dated March 31, 1998, are accomplished.

Operators also should note that, although Gulfstream Aerospace Alert

Customer Bulletin No. 3 specifies that the manufacturer may be contacted if technical assistance is required during accomplishment of the functional test, this AD requires that repair of any discrepancies be accomplished in accordance with a method approved by the FAA.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public 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 flight safety and, thus, was not preceded by notice and an opportunity for public 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 shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. 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 Number 98-NM-114-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 that it 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. A copy of it, if filed, may be obtained from 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 the following new airworthiness directive:

98-09-01 Gulfstream Aerospace

Corporation: Amendment 39-10480.
Docket 98-NM-114-AD.

Applicability: Model GV series airplanes, serial numbers 501 and 504 through 540 inclusive, 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, unless accomplished previously.

To prevent the incorrect operation of the elevator Hardover Prevention System (HOPS), which could result in loss of control of the airplane, accomplish the following:

(a) Within 25 flight hours after the effective date of this AD, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD, in accordance with Gulfstream Aerospace Alert Customer Bulletin No. 3, dated February 25, 1998.

(1) Perform a visual inspection to verify correct wire connections to the forward and aft hydraulic deactivation valve, left- and right-hand sides, of the elevator HOPS. If any connector is connected improperly, prior to further flight, re-connect the wiring in accordance with the alert customer bulletin. And

(2) Perform a functional test to ensure correct operation of the elevator HOPS. If any discrepancy is found, prior to further flight, repair in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

(b) Thereafter, repeat the actions required by paragraph (a) of this AD immediately following accomplishment of any maintenance actions on the elevator HOPS, until the actions required by paragraph (c) of the AD have been accomplished.

(c) Within 150 flight hours after the effective date of this AD, modify the electrical harness of the hydraulic deactivation valves of the left elevator HOPS, and install additional identification decals, in accordance with Gulfstream Aerospace GV Customer Bulletin No. 4, dated March 31, 1998. Accomplishment of the requirements of this paragraph constitutes terminating action for this AD.

(d) 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, Atlanta ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

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

(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) The inspection and functional test shall be done in accordance with Gulfstream Aerospace Alert Customer Bulletin No. 3, dated February 25, 1998. The modification shall be done in accordance with Gulfstream Aerospace GV Customer Bulletin No. 4, dated March 31, 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 Gulfstream Aerospace Corporation, P.O. Box 2206, M/S D-10, Savannah, Georgia 31402-9980. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on May 5, 1998.

Issued in Renton, Washington, on April 13, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-10276 Filed 4-17-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AWP-2]

Modification of Class E Airspace; Porterville, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class E airspace area at Porterville, CA. The establishment of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 12 and a GPS SIAP to RWY 30 at Porterville Municipal Airport has made this action necessary. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing the GPS RWY 12 SIAP and GPS RWY 30 SIAP to Porterville Municipal Airport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations Porterville Municipal Airport, Porterville, CA.

EFFECTIVE DATE: 0901 UTC August 13, 1998.

FOR FURTHER INFORMATION CONTACT:

Larry Tonish, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6539.