been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 3 calendar months after the effective date of this AD, unless already accomplished.

To prevent damage to the components of the generator system, which could result in generator system failure during critical phases of flight, accomplish the following:

(a) Inspect the generator system for the installation of a 70A generator in accordance with the Inspection section of Pilatus Britten-Norman (PBN) Service Bulletin (SB) No. BN–2/SB.229, dated October 17, 1996.

(b) If a 70A generator is installed, accomplish the following, as applicable:

(1) For Models BN–2, BN–2A, BN–2A–2, BN–2A–3, BN–2A–6, BN–2A–8, BN–2A–9, BN–2A–20, BN–2A–21, BN–2A–26, BN–2A–27, BN–2B–20, BN–2B–21, BN–2B–26, and BN–2B–27 airplanes, prior to further flight, either:

(i) Replace the 70A generator with a 50A generator in accordance with the Replacement section of PBN SB No. BN–2/SB.229, dated October 17, 1996; or

(ii) Incorporate PBN Modification NB/M/1148 (a 70A generator system) in accordance with the appropriate Pilatus Britten-Norman maintenance manual; and, incorporate PBN Modification NB/M/1571 (installation of improved generator diodes) in accordance with PBN SB No. BN–2/228, Issue 2, dated January 17, 1996.

Note 2: Incorporating PBN Modification NB/M/1571 is the same action required by AD 98–04–17, Amendment 39–10329.

(2) For Models BN–2A MK.III, BN–2A MK.111–2, and BN–2A MK.111–3 airplanes, prior to further flight, replace the 70A generator with a 50A generator in accordance with the Replacement section of PBN SB No. BN–2/SB.229, dated October 17, 1996.

(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, 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 PBN Service Bulletin No. BN–2/SB.229, dated October 17, 1996, or Pilatus Britten-Norman Service Bulletin No. BN–2/SB.228, dated January 17, 1996, should be directed to Pilatus Britten-Norman, Ltd., Bembridge, Isle of Wight, United Kingdom, PO35 5PR. 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 British AD 007–10–96, not dated.

Issued in Kansas City, Missouri, on June 1, 1998.

Ronald K. Rathgeber,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–15203 Filed 6–8–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–CE–49–AD]

RIN 2120–AA64

Airworthiness Directives; S.N. Centrair 101 Series 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 S.N. Centrair (Centrair) 101 series sailplanes. The proposed AD would require replacing the airbrake control circuit with one of improved design. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France. The actions specified by the proposed AD are intended to prevent loss of the airbrake control system, which could result in an inadvertent forced landing.

DATES: Comments must be received on or before July 17, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98–CE–49–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 S.N. Centrair, Aerodrome, 36300 Le Blanc, France; telephone: 02.54.37.07.96; facsimile: 02.54.37.48.64. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Kiesov, Project Officer, Sailplanes/Gliders, FAA, Small Airplane Directorate, Aircraft Certification Service, 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. 98–CE–49–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. 98–CE–49–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on Centrair 101 series sailplanes. The DGAC reports that the airbrake control system has malfunctioned on one of these Centrair 101 series sailplanes. Following an investigation, the DGAC found that the airbrake control circuit had cracked, which consequently failed during flight.

This condition, if not corrected, could result in an inadvertent forced landing.

Relevant Service Information

S.N. Centrair has issued Service Bulletin (SB) No. 101–16, Revision 2, dated September 10, 1997, which

specifies procedures for inspecting the airbrake control system for cracks, and if cracks are found, replacing the airbrake control system with a reinforced airbrake control system. Sailplanes equipped with a manual aileron and airbrake control would replace the existing airbrake control system with a reinforced airbrake control system, part number (P/N) $YO57D. Sailplanes equipped with an automatic aileron and airbrake control system would replace the existing airbrake control system with a reinforced airbrake control system, P/N $Y818E. This service information also specifies repeating the inspection for cracks at the annual inspection.

The DGAC classified this service bulletin as mandatory and issued French AD 95–261(A)R1, dated November 20, 1996, in order to assure the continued airworthiness of these sailplanes in France.

The FAA's Determination

This sailplane model is manufactured in France 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 DGAC has kept the FAA informed of the situation described above.

The FAA has examined the findings of the DGAC; 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 Centrair 101 series sailplanes of the same type design registered in the United States, the FAA is proposing AD action. The proposed AD would require replacing the existing airbrake control system. Accomplishment of the proposed replacement would be in accordance with the appropriate Centrair maintenance manual and FAA Advisory Circular (AC) 43.13–1A: Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair.

Proposed Compliance Time

The compliance time of the proposed AD is in calendar time instead of hours time-in-service (TIS). The average monthly usage of the affected sailplanes ranges throughout the fleet. For example, one owner may operate the sailplane 25 hours TIS in one week, while another operator may operate the sailplane 25 hours TIS in one year. In order to ensure that all of the owners/operators of the affected sailplane have replaced the airbrake control system within a reasonable amount of time, the FAA is proposing a compliance time of 3 calendar months.

Cost Impact

The FAA estimates that 41 sailplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 4 workhours per sailplane to accomplish the proposed action, and that the average labor rate is approximately $60 an hour. Parts cost approximately $100 per sailplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $13,940, or $340 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:

S.N. Centrair: Docket No. 98–CE–49–AD.

Applicability: Models 101, 101A, 101P, 101AP 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 within the next 3 calendar months after the effective date of this AD, unless already accomplished.

To prevent loss of the airbrake control system, which could result in an inadvertent forced landing, accomplish the following:

(a) Replace the existing airbrake control system in accordance with the appropriate Centrair maintenance manual and FAA Advisory Circular (AC) 43.13–1A: Acceptable Methods, Techniques, and Practices-Aircraft Inspection and Repair, as follows:

(1) For sailplanes equipped with manual aileron and airbrake control systems, install Centrair part number (P/N) $YO57D or an FAA-approved equivalent part number.

(2) For sailplanes equipped with an automatic aileron and airbrake control system, install Centrair P/N $Y818E or an FAA-approved equivalent part number.

(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 time 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 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) 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 French AD 95–261(A)R1, dated November 20, 1996

Issued in Kansas City, Missouri, on June 1, 1998.

Ronald K. Rathgeber,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–15201 Filed 6–8–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–CE–51–AD]

RIN 2120–AA64

Airworthiness Directives; The New Piper Aircraft, Inc. (Formerly Piper Aircraft Corporation) Models PA–28–140, PA–28–150, PA–28–160, and PA–28–180 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to revise Airworthiness Directive (AD) 96–10–01, which currently requires a complete landing light support replacement on certain The New Piper Aircraft, Inc. (Piper) Models PA–28–140, PA–28–150, PA–28–160, and PA–28–180 airplanes. Some of the serial numbers for these airplanes were incorrectly referenced in the Applicability section of AD 96–10–01. The proposed AD maintains the requirements of AD 96–10–01, and corrects the serial numbers referenced in the applicability section. The actions specified by the proposed AD are intended to prevent the landing light retainer support seal from being ingested by the updraft carburetor, which could result in rough engine operation or possible engine failure and loss of control of the airplane.

DATES: Comments must be received on or before July 17, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 95–CE–51–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 The New Piper Aircraft, Inc., Attn: Customer Service, 2926 Piper Dr., Vero Beach, Florida, 32960. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: William O. Herderich, Aerospace Engineer, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, Georgia 30349; telephone (770) 703–6069; fax (770) 703–6097.

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. 95–CE–51–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. 95–CE–51–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

AD 96–10–01, Amendment 39–9606 (61 FR 19813, May 3, 1996), currently requires a complete landing light support replacement on Piper Models PA–28–140, PA–28–150, PA–20–160 and PA–28–180 airplanes.

Accomplishment of this action is required in accordance with Piper Service Bulletin No. 975, dated November 2, 1994.

Actions Since Issuance of Previous Rule

The FAA has since realized that it incorrectly included Models PA–28–150, 160, and 180 airplanes, serial numbers 28–1761 through 28–7505259 and 28–E13, in AD 96–10–01. Since these airplanes have the air intake on the side of the cowling, they are not affected by the condition of the landing light seals.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent the landing light retainer support seal from being ingested by the updraft carburetor, which could result in rough engine operation or possible engine failure and loss of control of the airplane.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Piper Models PA–28–140, PA–28–150, PA–28–160, and PA–28–180 airplanes of the same type design, the proposed AD would revise AD 96–10–01 to require the same actions, but would change the applicability of the AD from Models PA–28–140 airplanes, serial numbers (S/N) 28–20000 through 28–7725290, Models PA–28–150, 160, and 180 airplanes, S/N 28–1 through 28–7505259, and S/N 28–E13 to Models PA–28–140 airplanes, S/N 28–20000 through 28–7725290, PA–28–150, PA–28–160, and PA–28–180, serial numbers 28–1 through 28–1760.

The actions of the proposed AD would still be required in accordance with Piper SB No. 975, dated November 2, 1994.

Cost Impact

The FAA estimates that 10,100 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 2 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately $60 an hour. Parts cost approximately $140 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $2,626,000. This figure is based on the assumption that all of the affected airplanes have old landing