

(1) You must obtain SBA's written approval before the distribution date.

(2) You may distribute only Distributable Securities.

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(5) You must deposit SBA's share of securities being distributed with a disposition agent designated by SBA. As an alternative, if you agree, SBA may direct you to dispose of its shares. In this case, you must promptly remit the proceeds to SBA.

* * * * *

(b) *In-Kind Distributions after Licensee has redeemed all Participating Securities.* * * *

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(2) You must obtain SBA's prior written approval of any In-Kind Distribution of Earmarked Assets that are not Distributable Securities, specifically including approval of the valuation of the assets.

Dated: March 31, 1999.

Aida Alvarez,
Administrator.

[FR Doc. 99-9265 Filed 4-13-99; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-122-AD]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede 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. The proposed AD would retain the actions currently required by AD 98-13-08 on all airplanes affected by that AD, 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 proposed AD would

also require the placard and the temporary revision to the POH for additional 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 proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland. The actions specified by the proposed 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: Comments must be received on or before May 19, 1999.

ADDRESSES: Submit comments in triplicate to 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. 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 Pilatus Aircraft Ltd., Marketing Support Department, CH-6370 Stans, Switzerland; telephone: +41 41-6196 233; facsimile: +41 41-6103 351. This information also may be examined at the Rules Docket at the address above.

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:

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-122-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-122-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

AD 98-13-08, Amendment 39-10596 (63 FR 32975, June 17, 1998), currently requires the following on certain Pilatus Models PC-12 and PC-12/45 airplanes (serial numbers 101 through 147):

- 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."

Accomplishment of the actions of 98-13-08 is required in accordance with Pilatus PC XII Service Bulletin No. 24-002, Rev. No. 1, dated September 20, 1996.

Actions Since Issuance of Previous Rule

The Federal Office for Civil Aviation (FOCA), which is the airworthiness authority for Switzerland, recently notified the FAA that an unsafe condition may exist on certain Pilatus Model PC-12 and PC-12/45 airplanes. The FOCA advises that the changes made to the systems during the accomplishment of AD 98-13-08, along with other system modifications incorporated during the service life of the affected aircraft, have made certain revisions to the standby magnetic compass swing procedures necessary.

These changes, if not incorporated in a timely manner, could result in a deviation of the airplane flight path during critical phases of flight.

Relevant Service Information

Pilatus has issued Service Bulletin No. 34-006, dated September 3, 1998, which specifies:

- Accomplishing the compass swing procedures of the standby magnetic compass in accordance with PC-12 Maintenance Manual Temporary Revision No. 34-03, dated July 16, 1998;
- Incorporating PC-12 Pilot's Operating Handbook, Pilatus Report No. 01973-001, Temporary Revision, Standby Compass, dated July 16, 1998; and
- Installing a revised placard near the standby magnetic compass.

The FOCA classified this service information as mandatory and issued Swiss AD HB-98-426, dated November 6, 1998, in order to assure the continued airworthiness of these airplanes in Switzerland.

The FAA's Determination

These airplane models are manufactured in Switzerland and are 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 FOCA has kept the FAA informed of the situation described above.

The FAA has examined the findings of the FOCA; 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 Pilatus Models PC-12 and PC-12/45 airplanes of the same type design registered for operation in the United States, the FAA is proposing AD action to supersede AD 98-13-08. The proposed AD would 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 proposed AD would also require the placard and the temporary revision

to the POH for additional 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 replacement and re-routing of the power return cables would be required in accordance with Pilatus PC XII Service Bulletin No. 24-002, Rev. No. 1, dated September 20, 1996.

The Standby Magnetic Compass Swing procedures 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.

Cost Impact

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

Approximately 40 of these airplanes are affected by the proposed power return cable replacement and re-routing requirements that are being retained from AD 98-13-08. The FAA estimates that it would take approximately 12 workhours per airplane to accomplish these proposed 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 proposed replacement and re-routing requirements on U.S. operators is \$28,800, or \$720 per airplane. The proposed 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 would be required for approximately 70 airplanes and would take approximately 3 workhours per airplane to accomplish at an average labor rate of \$60 per hour. Based on these figures, the proposed cost impact on U.S. operators to accomplish the

improved Standby Magnetic Compass Check Swing procedures would be \$12,600, or \$180 per airplane.

The proposed POH revision and placard requirements would 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 section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with the proposed AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9). The only cost impact the proposed placard and POH revision requirements impose is the time it would 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 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 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:

Pilatus Aircraft Ltd.: Docket No. 98-CE-122-AD; Supersedes AD 98-13-08, Amendment 39-10596.

Applicability: Models PC-12 and PC-12/45 airplanes, 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 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 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 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 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 section 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).

(f) 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.

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

Note 3: The subject of this AD is addressed in Swiss AD HB-98-426, dated November 6, 1998.

Issued in Kansas City, Missouri, on April 7, 1999.

Carolanne L. Cabrini,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-9249 Filed 4-13-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-120-AD]

RIN 2120-AA64

Airworthiness Directives; LET Aeronautical Works Model L33 SOLO 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 certain LET Aeronautical Works (LET) Model L33 SOLO sailplanes. The proposed AD would require replacing the main wing attachment and wing spar root pins and modifying the corresponding area. 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 structural failure of the wing attachments caused