

Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(i) This amendment becomes effective on December 15, 1998.

Issued in Burlington, Massachusetts, on October 5, 1998.

**Mark C. Fulmer,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-CE-69-AD; Amendment 39-10835; AD 98-21-27]

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 adopts a new airworthiness directive (AD) that applies to Pilatus Aircraft Ltd. (Pilatus) Models PC-12 and PC-12/45 airplanes that are equipped with the "corporate commuter cabin layout." This layout is a Pilatus designation only and the affected airplanes are not certificated for commuter operation. This AD requires modifying the passenger seats and seat rail covers. 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 passenger injuries because the passenger seat configuration has been found to not fully meet current head injury criteria regulations.

**DATES:** Effective November 26, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 26, 1998.

**ADDRESSES:** Service information that applies to this AD may be obtained from Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 62 33; facsimile: +41 41 610 33 51. 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-69-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:** Mr. Roman T. Gabrys, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6932; 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 Pilatus Models PC-12 and PC-12/45 airplanes that are equipped with the "corporate commuter cabin layout" was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on July 31, 1998 (63 FR 40845). This "corporate commuter cabin layout" is a Pilatus designation only and the affected airplanes are not certificated for commuter operation. The NPRM proposed to require modifying the passenger seats and seat rail covers. Accomplishment of the proposed action as specified in the NPRM would be in accordance with Pilatus Service Bulletin No. 25-006, dated April 7, 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 11 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 8 workhours per airplane to accomplish the modification, and that the average labor rate is approximately \$60 an hour. Parts will be provided by the manufacturer at no cost to the owners/operators of the affected airplanes. Based on these figures, the total cost

impact of this AD on U.S. operators is estimated to be \$5,280, or \$480 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:

**98-21-27 Pilatus Aircraft Ltd.:** Amendment 39-10835; Docket No. 98-CE-69-AD.

*Applicability:* Models PC-12 and PC-12/45 airplanes, manufacturer serial numbers (MSN) 101 through MSN 230, certificated in any category, that are equipped with the "corporate commuter cabin layout."

**Note 1:** This "corporate commuter cabin layout" is a Pilatus Aircraft Ltd. designation only and the affected airplanes are not certificated for commuter operation.

**Note 2:** 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 passenger injuries because the passenger seat configuration does not fully meet current head injury criteria regulations, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, modify the passenger seats and seat rail covers in accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 25-006, dated April 7, 1998.

(b) As of the effective date of this AD, no person may install, on any affected airplane, passenger seats and seat rail covers that are not modified in accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 25-006, dated April 7, 1998.

(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 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.

(e) Questions or technical information related to Pilatus Service Bulletin No. 25-006, dated April 7, 1998, should be directed to Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 62 33; facsimile: +41 41 610 33 51. 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.

(f) The modifications required by this AD shall be done in accordance with Pilatus Service Bulletin No. 25-006, dated April 7, 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 Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 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 4:** The subject of this AD is addressed in Swiss AD HB 98-179, dated June 15, 1998.

(g) This amendment becomes effective on November 26, 1998.

Issued in Kansas City, Missouri, on October 5, 1998.

**James E. Jackson,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-ANE-65-AD; Amendment 39-10831, AD 98-21-23]

RIN 2120-AA64

#### Airworthiness Directives; CFM International, S.A. CFM56-7B Series Turbofan Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to CFM International, S.A. (CFMI) CFM56-7B series turbofan engines. This action supersedes telegraphic AD T98-18-51 that currently requires an inspection of electronic engine control (EEC) fault messages on both engines for the presence of any of the hydromechanical unit (HMU) fuel metering valve (FMV) signal faults identified in the All Operators Wire every 20 flight cycles or 3 calendar days, whichever occurs first, and, if necessary, removing the HMU and replacing it with a serviceable HMU. This action also requires installation of improved EEC software that constitutes terminating action to the repetitive fault message inspections. This amendment is prompted by development of improved EEC software that obviates the need for the repetitive fault message inspections. The actions specified by this AD are intended to prevent an uncommanded engine acceleration event, or inflight engine shutdown.

**DATES:** Effective November 2, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 2, 1998.

Comments for inclusion in the Rules Docket must be received on or before December 15, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-ANE-65-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ad-engineprop@faa.dot.gov". Comments sent via the Internet must contain the docket number in the subject line.

The service information referenced in this AD may be obtained from CFM International, S.A., Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215; telephone (513) 552-2981, fax (513) 552-2816. This information may be examined at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Robert Ganley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7138, fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** On August 28, 1998, the Federal Aviation Administration (FAA) issued telegraphic airworthiness directive (AD) T98-18-51, applicable to CFM International, S.A. (CFMI) CFM56-7B series turbofan engines, which requires an inspection of electronic engine control (EEC) fault messages on both engines for the presence of any of the hydromechanical unit (HMU) fuel metering valve (FMV) signal faults identified in the all operators wire every 20 flight cycles or 3 calendar days, whichever occurs first. If any of the HMU FMV signal faults identified in CFMI All Operators Wire 98/CFM/312R1, dated August 28, 1998, are detected on only one of the engines, that AD requires, prior to further flight, removal from service of the HMU and replacement with a serviceable HMU. If any of the HMU FMV signal faults identified in the All Operators Wire are detected on both engines, that AD requires removing the HMU and replacing it with a serviceable HMU, prior to further flight, on the engine that