

(2) Financial assistance does not include routine business transactions providing financial benefits that are available on similar and nonpreferential terms to all affiliated associations.

(b) *Standards for financial assistance.* Before authorizing financial assistance to an affiliated association, a bank board of directors must consider and document whether:

(1) The financial assistance is necessary, feasible, and the "least cost" alternative available;

(2) The financial assistance is in the best interests of all of the shareholders;

(3) The bank will continue to be financially sound and maintain adequate capital after providing the financial assistance; and

(4) The financial assistance will enable the association to maintain service to borrowers.

(c) *Notification requirements.* (1) Banks must notify the Chief Examiner of the Farm Credit Administration at least 30 days prior to providing financial assistance to an affiliated association.

(2) Banks must notify their shareholders within a reasonable time of providing financial assistance to an affiliated association.

Date: February 12, 1995.

**Vivian L. Portis,**

*Secretary, Farm Credit Administration Board.*

[FR Doc. 99-3980 Filed 2-17-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-CE-96-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Industrie Aeronautiche e Meccaniche Model Piaggio P-180 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 all Industrie Aeronautiche e Meccaniche (I.A.M.) Model Piaggio P-180 airplanes. The proposed AD would require inspecting both (left and right wing configurations) environmental control system bleed tubes for damage, leakage, and a correct gap between the tube and wing lower panel crossing area, inspecting the wiring and surrounding structures for damage, and correcting any

discrepancies found. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Italy. The actions specified by the proposed AD are intended to prevent thermal expansion from causing leakage of an environmental control system bleed tube because of improper installation, which could result in deterioration of the electrical wiring and the surrounding structure.

**DATES:** Comments must be received on or before March 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-96-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 I.A.M. Rinaldo Piaggio S.p.A., Via Cibrario, 4 16154 Genoa, Italy. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. John R. Griffith, Project Officer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6941; 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-96-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-96-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

#### **Discussion**

The Registro Aeronautico Italiano (R.A.I.), which is the airworthiness authority for Italy, recently notified the FAA that an unsafe condition may exist on all I.A.M. Model Piaggio P-180 airplanes. The R.A.I. reports three instances where thermal expansion caused an environmental control system bleed tube to contact the wing skin where it crosses the lower wing panel.

The damage that results from the above-referenced condition, if not detected and corrected, could result in a bleed tube leaking with deterioration of the electrical wiring and the surrounding structure.

#### **Relevant Service Information**

I.A.M. has issued Piaggio Service Bulletin (Mandatory) No.: SB-80-0072, Revision No. 1, dated September 9, 1998, which specifies procedures for:

- Inspecting both (left and right wing configurations) environmental control system bleed tubes for damage (dents), leakage, and a correct gap between the tube and wing lower panel crossing area;
- If any damaged environmental control system bleed tube is found damaged beyond certain limits or an incorrect gap between the tube and wing lower panel crossing area is found, replacing the bleed tube and rotating the bleed tube to match the necessary gap, as applicable;
- Inspecting the wiring and surrounding structures for damage if any leakage is found; and
- Repairing any damaged wiring or surrounding structures.

The R.A.I. classified this service bulletin as mandatory and issued Italian AD 98-329, dated September 18, 1998, in order to assure the continued airworthiness of these airplanes in Italy.

#### **The FAA's Determination**

This airplane model is manufactured in Italy 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 R.A.I. has kept the FAA informed of the situation described above.

The FAA has examined the findings of the R.A.I.; 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 I.A.M. Model Piaggio P-180 airplanes of the same type design registered in the United States, the FAA is proposing AD action. The proposed AD would require inspecting both (left and right wing configurations) environmental control system bleed tubes for damage (dents), leakage, and a correct gap between the tube and wing lower panel crossing area. If any environmental control system bleed tube is found damaged beyond certain limits or an incorrect gap between the tube and wing lower panel crossing area is found, the proposed AD would require replacing the bleed tube and rotating the bleed tube to match the necessary gap, as applicable. The proposed AD would also require inspecting the wiring and surrounding structures for damage if any leakage is found, and repairing any damaged wiring or surrounding structures.

Accomplishment of the proposed actions would be required in accordance with Piaggio Service Bulletin (Mandatory) No.: SB-80-0072, Revision No. 1, dated September 9, 1998.

#### Cost Impact

The FAA estimates that 5 airplanes in the U.S. registry would be affected by the proposed inspection, that it would take approximately 5 workhours per airplane to accomplish the proposed inspection, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the proposed inspection on U.S. operators is estimated to be \$1,500, or \$300 per airplane. These figures only take into account the costs of the proposed inspection of the environmental control system bleed tubes and do not take into account the costs of any necessary follow-up action.

If any damage is found during the above-referenced inspection, the costs to accomplish any follow-up actions (tube

replacement/gap adjustment/follow-up inspections) would take approximately 8 workhours per airplane to accomplish at an average labor rate of approximately \$60 an hour. Parts cost approximately \$500. Based on these figures, the total cost impact of any necessary follow-up actions is estimated at \$980 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:

**Industrie Aeronautiche E Meccaniche:**  
Docket No. 98-CE-96-AD.

**Applicability:** Model Piaggio P-180 airplanes, all serial numbers up to and

including serial number 1031, 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 (f) 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 thermal expansion from causing leakage of the environmental control system bleed tube because of improper installation, which could result in deterioration of the electrical wiring and the surrounding structure, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, inspect both (left and right wing configurations) environmental control system bleed tubes for damage (dents), leakage, and a correct gap between the tube and wing lower panel crossing area. Accomplish these actions in accordance with *Part A* of Piaggio Service Bulletin (Mandatory) No.: SB-80-0072, Revision No. 1, dated September 9, 1998.

(b) If any environmental control system bleed tube is found damaged during the inspection required by paragraph (a) of this AD, prior to further flight, replace the damaged environmental control system bleed tube. Accomplish this action in accordance with *Part B* of Piaggio Service Bulletin (Mandatory) No.: SB-80-0072, Revision No. 1, dated September 9, 1998.

(c) If any leakage is found during the inspection required by paragraph (a) of this AD, prior to further flight, inspect the wiring and surrounding structures for damage, and repair any damaged wiring or surrounding structures. Accomplish the inspection in accordance with Piaggio Service Bulletin (Mandatory) No.: SB-80-0072, Revision No. 1, dated September 9, 1998, and any repair in accordance with the applicable maintenance manual or other applicable FAA-approved document.

(d) If any incorrect gap between the tube and wing lower panel crossing area is found during the inspection required by paragraph (a) of this AD, prior to further flight, rotate the bleed tube to match the necessary gap. Accomplish this action in accordance with *Part B* of

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]

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## 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: