

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

Pilatus Britten-Norman Ltd: Docket No. 97-CE-112-AD.

Applicability: Models BN-2, BN-2A, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-2, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, and BN-2T airplanes (all serial numbers), 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 50 landings after the effective date of this AD, unless already accomplished.

To prevent the bolts that attach the lower fitting of the main landing gear (MLG) to the nacelle from becoming threadbound, which could result in structural failure of the MLG with consequent loss of control of the airplane during takeoff, taxi, or landing operations, accomplish the following:

(a) Replace the washers on the attachment bolts of the lower fitting of the MLG in accordance with Pilatus Britten-Norman Service Bulletin No. BN-2/SB.231, Initial Issue, dated October 17, 1996.

(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, 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 Britten-Norman Service Bulletin BN-2/SB.231, initial issue, dated October 17, 1996 should be directed to Pilatus Britten-Norman Limited, Bembridge, Isle of Wight, United Kingdom PO35 5PR; telephone: 44-1983 872511; facsimile: 44-1983 873246. 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 British AD No. 008-10-96, dated January 31, 1997.

Issued in Kansas City, Missouri, on March 12, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-7091 Filed 3-18-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-CE-11-AD]

RIN 2120-AA64

Airworthiness Directives; Glaser-Dirks Flugzeugbau GmbH Model DG-400 Gliders

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 Glaser-Dirks Flugzeugbau GmbH (Glaser-Dirks) Model DG-400 gliders. The proposed AD would require replacing the Bosch electrical system regulator, part number (P/N) 0212920001, with a type 4 E 26 regulator. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by the proposed AD are intended to prevent failure of the electrical system regulator, which could result in smoke entering the cockpit with consequent passenger injury.

DATES: Comments must be received on or before April 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-11-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 DG Flugzeugbau GmbH, Postfach 4120, D-76625 Bruchsal 4, Germany; telephone: +49 7257-89-0; facsimile: +49 7257-8922. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Kiesov, Aerospace Engineer, Small Airplane Directorate, Aircraft Certification Service, FAA, 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-11-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-11-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, notified the FAA that an unsafe condition may exist on all Glaser-Dirks Model DG-400 gliders. The LBA reports several incidents of defective Bosch electrical system regulators, part number (P/N) 0212920001.

This condition, if not corrected in a timely manner, could result in failure of the electrical system regulator and

smoke entering the cockpit with consequent passenger injury.

Relevant Service Information

Glaser-Dirks has issued DG Flugzeugbau GmbH Technical Note No. 826/33, dated July 19, 1996, which specifies replacing the Bosch electrical system regulator, part number (P/N) 0212920001, with a type 4 E 26 regulator. The procedures for accomplishing this replacement are included in DG Flugzeugbau GmbH Z 33 Conversion Kit Saprira regulator Installation Instructions, dated July 4, 1996, and Glaser-Dirks Drawing 4 E 26.

The LBA classified this service information as mandatory and issued German AD 96-242, dated August 29, 1996, in order to assure the continued airworthiness of these gliders in Germany.

The FAA's Determination

This glider model is manufactured in Germany 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 LBA has kept the FAA informed of the situation described above.

The FAA has examined the findings of the LBA; 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 Glaser-Dirks Model DG-400 gliders of the same type design registered in the United States, the FAA is proposing AD action. The proposed AD would require replacing the Bosch electrical system regulator, part number (P/N) 0212920001, with a type 4 E 26 regulator. Accomplishment of the proposed installation would be in accordance with the service information previously referenced.

Compliance Time of the Proposed AD

Although failure of the electrical system regulator will only be unsafe while the glider is in flight, this unsafe condition is not a result of the number of times the glider is operated. The chance of this situation occurring is the same for a glider with 10 hours time-in-service (TIS) as it is for a glider with 500 hours TIS. For this reason, the FAA has

determined that a compliance based on calendar time should be utilized in the proposed AD in order to assure that the unsafe condition is addressed on all gliders in a reasonable time period.

Cost Impact

The FAA estimates that 35 gliders in the U.S. registry would be affected by the proposed AD, that it would take approximately 2 workhours per glider to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$200 per glider. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$11,200, or \$320 per glider.

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:

Glaser-Dirks Flugzeugbau GMBH: Docket No. 98-CE-11-AD.

Applicability: Model DG-400 gliders, all serial numbers, certificated in any category.

Note 1: This AD applies to each glider 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 gliders 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 4 calendar months after the effective date of this AD, unless already accomplished.

To prevent failure of the electrical system regulator, which could result in smoke entering the cockpit with consequent passenger injury, accomplish the following:

(a) Replace the Bosch electrical system regulator, part number (P/N) 0212920001, with a type 4 E 26 regulator in accordance with DG Flugzeugbau GmbH Z 33 Conversion Kit Saprira regulator Installation Instructions, dated July 4, 1996, and Glaser-Dirks Drawing 4 E 26. These documents are referenced in DG Flugzeugbau GmbH Technical Note No. 826/33, dated July 19, 1996.

(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 glider 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, FAA, 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 the service information referenced in this AD should be directed to DG Flugzeugbau GmbH, Postfach 4120, D-76625 Bruchsal 4, Germany; telephone: +49 7257-89-0; facsimile: +49 7257-8922. 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 German AD 96-242, dated August 29, 1996.

Issued in Kansas City, Missouri, on March 11, 1998.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft
Certification Service.

[FR Doc. 98-7090 Filed 3-18-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[REG-243025-96]

RIN 1545-AU61

Tax Treatment of Cafeteria Plans; Hearing

AGENCY: Internal Revenue Service,
Treasury.

ACTION: Notice of public hearing on
proposed regulations.

SUMMARY: This document provides
notice of a public hearing on proposed
amendments that would provide
guidance on the circumstances under
which a cafeteria plan participant may
revoke an existing election and make a
new election during a period of
coverage.

DATES: The public hearing will be held
on Tuesday, May 5, 1998, beginning at
10:00 a.m. Requests to speak and
outlines of oral comments must be
received by Tuesday, April 14, 1998.

ADDRESSES: The public hearing will be
held in room 2615, Internal Revenue
Building, 1111 Constitution Avenue,
NW, Washington, DC. Requests to speak
and outlines of oral comments should
be submitted to the CC:DOM:CORP:R
(REG-243025-96), room 5226, Internal
Revenue Service, POB 7604, Ben
Franklin Station, Washington, DC
20044. Submissions may be hand
delivered between the hours of 8 a.m.
and 5 p.m. to: CC:DOM:CORP:R (REG-
243025-96), Courier's Desk, Internal
Revenue Service, 1111 Constitution
Avenue NW, Washington, DC.

FOR FURTHER INFORMATION CONTACT:
Mike Slaughter of the Regulations Unit,
Assistant Chief Counsel (Corporate),
202-622-7190 (not a toll-free number).

SUPPLEMENTARY INFORMATION: The
subject of the public hearing is proposed
regulations under section 125 of the
Internal Revenue Code. These
regulations appear in the **Federal
Register** (62 FR 60196) on Friday,
November 7, 1997.

The rules of § 601.601 (a)(3) of the
"Statement of Procedural
Rules" (26 CFR part 601) shall apply
with respect to the public hearing.

Persons who have submitted written
comments within the time prescribed in
the notice of proposed rulemaking and
who also desire to present oral
comments at the hearing on the
proposed regulations should submit not
later than Tuesday, April 21, 1998, an
outline of the oral comments/testimony
to be presented at the hearing and the
time they wish to devote to each subject.

Each speaker (or group of speakers
representing a single entity) will be
limited to 10 minutes for an oral
presentation exclusive of the time
consumed by the questions from the
panel for the government and answers
to these questions.

Because of controlled access
restrictions, attendees cannot be
admitted beyond the lobby of the
Internal Revenue Building until 9:45
a.m.

An agenda showing the scheduling of
the speakers will be made after outlines
are received from the persons testifying.
Copies of the agenda will be available
free of charge at the hearing.

Cynthia E. Grigsby,

Chief, Regulations Unit, Assistant Chief
Counsel (Corporate).

[FR Doc. 98-7166 Filed 3-18-98; 8:45 am]

BILLING CODE 4830-01-U

DEPARTMENT OF THE INTERIOR

National Park Service

36 CFR Part 7

RIN 1024-AC67

Appalachian National Scenic Trail, Snowmobile Routes

AGENCY: National Park Service, Interior.

ACTION: Proposed rule.

SUMMARY: The National Park Service
(NPS) is proposing to establish and
designate trail crossings of snowmobile
trails at three locations along the
Appalachian National Scenic Trail.
These trail crossings are part of a State
approved network of snowmobile routes
that exist on adjacent State lands. These
crossings existed prior to the NPS
assuming management of the National
Scenic Trail. Designating these crossings
fulfills assurances made by the NPS at
the time of land acquisition that
establishment of the permanent linear
trail corridor would not sever
established snowmobile routes. The
Park Manager also will be provided the
discretion to designate temporary
snowmobile crossings in the
Compendium of Superintendent's
Orders.

DATES: Written comments will be
accepted through May 18, 1998.

ADDRESSES: Comments should be
addressed to: Park Manager,
Appalachian National Scenic Trail,
National Park Service, Harpers Ferry
Center, Harpers Ferry, WV 25425.

FOR FURTHER INFORMATION CONTACT:
Pamela Underhill, Park Manager,
Appalachian National Scenic Trail,
National Park Service, Harpers Ferry
Center, Harpers Ferry, WV 25425.
Telephone 304-535-6278.

SUPPLEMENTARY INFORMATION:

Background

This proposed regulation will
designate portions of snowmobile trails,
that are part of a State approved
network of snowmobile routes, to cross
NPS administered Appalachian
National Scenic Trail lands in order to
connect with other state approved
routes. The intent of this regulation is to
designate the minimum number of
crossings necessary to accommodate
Statewide snowmobile trail networks.

The Appalachian Trail is a north-
south hiking trail that stretches nearly
2,160 miles from Katahdin, Maine, to
Springer Mountain, Georgia, along the
crest of the Appalachian Mountains.
The Trail is administered by the
Secretary of the Interior through the
NPS, in consultation with the Secretary
of Agriculture through the U.S. Forest
Service, as part of the National Trails
System. Upon completion of the land
protection program, the NPS will have
protected approximately 800 miles of
the Trail and approximately 100,000
acres of land. Because NPS
administered lands are intermingled
with private, local, state and other
federal government lands, differing
regulations apply and varying land uses
are allowed. These agencies have
become partners in the Appalachian
Trail cooperative management system.
The linear nature of the resource and
the varied land ownership patterns
require special consideration in
management planning.

Generally, any motorized use along
the Appalachian Trail is prohibited,
including snowmobiles. However,
Section 7 (c) of the National Trails
System Act provides for limited
authority for allowing snowmobile use
for crossings, emergencies and for
adjacent landowners:

"The use of motorized vehicles by the
general public along any national scenic trail
shall be prohibited and nothing in this
chapter shall be construed as authorizing the
use of motorized vehicles within the natural
and historical areas of the national park
system, the national wildlife refuge system,