

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-ANE-30]

Airworthiness Directives; Hartzell Propeller Inc. HC-A3V, HC-B3M, HC-B3T, HC-B4M, HC-B4T, and HC-B5M Series Propellers

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Hartzell Propeller Inc. (Hartzell) HC-A3V, HC-B3M, HC-B3T, HC-B4M, HC-B4T, and HC-B5M series propellers. This proposal would require hub replacement over a 10-year time period with a concurrent blade and blade clamp inspection. This proposal is prompted by reports of two propeller hub failures and one crack indication that occurred on Mitsubishi MU-2B-60 aircraft, the similarity of construction and load transfer paths between the Hartzell propeller models installed on the Mitsubishi MU-2 aircraft and Hartzell's 3-, 4-, and 5-bladed steel hub propeller models, several blade shank failures, and reports of cracks in blade clamps. The actions specified by the proposed AD are intended to prevent propeller hub, blade, or blade clamp failure, which can result in loss of aircraft control.

DATES: Comments must be received by June 25, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-30, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8:00 a.m. and 4:30

p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Hartzell Propeller Inc., One Propeller Place, Piqua, OH 45356-2634. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT:

Tomaso DiPaolo, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Ave., Des Plaines, IL 60018; telephone (847) 294-7031, fax (847) 294-7834.

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 summarizing 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 Number 95-ANE-30." 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, New England Region, Office of the

Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-30, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

The Federal Aviation Administration (FAA) has received reports of two hub failures and one crack indication that occurred on Hartzell Propeller Inc. (Hartzell) HC-B4TN-5(D,G,J)L/LT10282(B,K)-5.3R and HC-B4TN-5(D,G,J)L/LT10282N(B,K)-5.3R propellers installed on Mitsubishi MU-2B-60 aircraft. This airworthiness directive (AD) action is prompted by those reports and the similarity of construction and load transfer paths between the Hartzell propeller models installed on the Mitsubishi MU-2B-60 aircraft and other Hartzell 3-, 4-, and 5-bladed steel hub propeller model installations. This condition, if not corrected, could result in hub failure, which can result in loss of aircraft control.

The FAA has determined that the most effective way to address all hub strength concerns is to require propeller hub replacement. The following are some of the benefits of a replacement program:

1. Improved propeller hub metallurgy;
2. Elimination of any surface decarburization in the pilot tube bore;
3. Introduction of compressive residual stress in the pilot tube bore;
4. Improved corrosion protection in the pilot tube bore;
5. Improved surface finish in the pilot tube bore.

Additionally, the referenced propeller models have been involved in several incidents of blade shank failures and have been reported to have cracks in the blade clamps. These conditions, if not corrected, could result in blade or blade clamp failure, which can result in loss of aircraft control. Therefore, the FAA has determined that a concurrent inspection of the blades and blade clamps at the time of hub replacement is necessary to detect cracks in either component.

The FAA has issued previous AD's to address a similar condition for specific propeller models and aircraft combinations. This AD, however, addresses a broader population. Airworthiness directive 95-01-02 is applicable to Hartzell propeller models HC-B4TN-5(D,G,J)L/LT10282(B,K)-5.3R, HC-B4TN-5(D,G,J)L/

LT10282N(B,K)-5.3R, and HC-B4TN-5(D,G,J)/LT10282NS(B,K)-5.3R installed on Mitsubishi MU-2B-26A, -36A, -40, -60; MU-2B-30 modified by Supplemental Type Certificate (STC) SA336GL-D & SA339GL-D; MU-2B-36 Modified by STC SA2413SW and any other MU-2 Series aircraft which have the referenced propeller models installed. Airworthiness directive 95-03-03 is applicable to Hartzell propeller models HC-B4TN-3/T10173F(N)(B,K)-12.5 and HC-B4TN-3A/T10173F(N)(B,K)-12.5 installed on Beech A100 and A100A aircraft. Operators of the referenced propellers and aircraft combinations must refer to the previous AD's for required actions.

The FAA has reviewed and approved the technical contents of Hartzell Propeller Inc. Manual 118F, Revision 2, dated May 1992, pages 15 to 19 and 57 through 96, for 3- and 4-bladed hub models, and Manual 132A, Revision 2, dated June 1992, pages IV-5 to IV-11 and VII-1 to VII-46, for 5-bladed hub models, that describe procedures for disassembling and reassembling the propeller with a new hub; Hartzell Propeller Inc. Service Manual 202A, Revision 3, dated June 1995, pages 201 through 215, that describes the magnetic particle inspection procedure for the propeller blade clamps; and Hartzell Propeller Inc. Service Bulletin No. 136H, dated March 12, 1993, that describes inspection procedures for the propeller blade bearing bores.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require, over a 10-year time period, propeller hub replacement with a concurrent blade and blade clamp inspection for Hartzell Propeller Inc. Models HC-A3VF-7(), HC-B3TF-7(), HC-B3MN-3(), HC-B3TN-2(), HC-B3TN-3(), HC-B3TN-5(), HC-B4MN-5(), HC-B4MP-3(), HC-B4TN-3(), HC-B4TN-5(), HC-B5MA-3(), HC-B5MP-3(), HC-B5MP-5(), HC-B3MN-5(), HC-B3TN-4(), HC-B4MP-4(), and HC-B5MN-3() propellers. This propeller hub replacement program has been scheduled to require replacement of the most aged propeller hubs first. Additionally, the replacement program will accelerate the replacement of the 4 and 5 blade propeller hubs, while still replacing the 3 blade propeller hubs, with completion of the program in 10 years. Hartzell Propeller Inc. has advised the FAA that they will provide new hubs at special prices for the duration of this AD program. The actions would be required to be accomplished in accordance with the

service documents described previously.

There are approximately 24,320 propellers of the affected design in the worldwide fleet. The FAA estimates that 50% of the subject propellers are installed on aircraft of U.S. registry and that 75% will have the work done during normally scheduled propeller maintenance. For those who accomplish the AD action during normal propeller maintenance, the parts cost will average \$1,955 with no additional labor. For those who accomplish the AD action by itself, the parts cost will average \$2,174, plus approximately 27 work hours per propeller at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact on U.S. operators is estimated to be \$29,363,360. The cost will vary between the 3-, 4-, and 5-bladed propeller configurations and the above data represents an average cost.

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 proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 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, 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 the following new airworthiness directive:

Hartzell Propeller Inc.: Docket No. 95-ANE-30.

Applicability: Hartzell Propeller Inc. (Hartzell) Models HC-A3VF-7(), HC-B3TF-7(), HC-B3MN-3(), HC-B3TN-2(), HC-B3TN-3(), HC-B3TN-5(), HC-B4MN-5(), HC-B4MP-3(), HC-B4TN-3(), HC-B4TN-5(), HC-B5MA-3(), HC-B5MP-3(), HC-B5MP-5(), HC-B3MN-5(), HC-B3TN-4(), HC-B4MP-4(), and HC-B5MN-3() propellers. These propellers are installed on but not limited to the following aircraft:

Aerospace Technologies of Australia PTY LTD N22B, N24A, N22S; Air Tractor, Inc. AT-301, AT-302, AT-400, AT-400A, AT-401, AT-402, AT-502, AT-503, AT-802; Agusta S.p.A. SF600, F.260; Ayres Corporation S-2R, S2R-T11, S2R-T15, S2R-T34, S2R-T56, S2RHG-T65; Beech A36, 65-90, 65-90A, C90, B90, E90, C90A, F90, 100, 200, 200C, A200C, B200, B200C, 200T, 200CT, A200CT, B200T, B200CT, 65-80, 65-A90-1, 65-A90-2, 65-A90-4, 99, 99A, A99A, B99, A200, C99, H90, 300, 300LW, B300, B300C, 1900, 1900C, T34C, T34C-1; Cessna 208, 208A, 208B, 421, 425, 441, 402, P210N; Construcciones Aeronauticas, S.A. (CASA) C-212-CB, -CC, -CE, -CF; deHavilland Aircraft Co., Ltd. D.H.114; deHavilland Inc. DHC-2, DHC-3, DHC-4; DHC-6, 1, 100, 200, 300; Empresa Brasileira de Aeronautica S/A Embraer EMB-110P1, EMB-110P2; Fairchild Aircraft, Inc. SA26-AT, -T; SA226-AT, -TB; Frakes Aviation (Gulfstream American) G-73; Great Lakes Aircraft Co. 2T-1A; Helio HST-550, HST-550A; Industrie Aeronautiche e Meccaniche Piaggio P.166DL3; Israel Aircraft Industries, Ltd. Arava 101, 101B; McDonnell Douglas DC-3 series; McKinnon Enterprises, Inc. (Grumman) G-21E, G21-G; Mitsubishi MU-2B series; Pacific Aerospace Corporation, Ltd. FU24-954, FU2A-954; Partenavia Costruzioni Aeronautiche S.p.A. AP68TP 300, AP68TP 600; Pilatus Aircraft Ltd. PC-6/A-H2, /B1-H2, /B-H2, /B2-H2, /B2-H4, PC-7; Piper Aircraft Corporation PA31-T1, -T2, -T3; PA31P; PA42, -42-720, -42-720R; Prop-Jets, Inc., Interceptor (Aero Commander) (Meyers) 400; Schweizer Aircraft Corp. (Grumman) G-164A, G-164B, G-164B-34T, -15T; G-164D; Short Bros. Limited & Harland Ltd. SC-7 series, SD3 series;

Twin Commander Aircraft Corp. 680T, V, 681, 690A, 690B, 690C, 695, 695A; Weatherly Aviation Company 620TP.

Note 1: The parenthesis that appear in the propeller models indicate the presence or absence of additional letter(s) which vary the basic propeller hub model designation. This airworthiness directive (AD) is applicable regardless of whether these letters are present or absent on the propeller hub model designation.

Note 2: The above is not a complete list of aircraft which may contain the affected Hartzell Propeller Inc. Models HC-A3VF-7(), HC-B3TF-7(), HC-B3MN-3(), HC-B3TN-2(), HC-B3TN-3(), HC-3TN-5(), HC-B4MN-5(), HC-B4MP-3(), HC-B4TN-3(), HC-B4TN-5(), HC-B5MA-3(), HC-B5MP-3(), HC-B5MP-5(), HC-B3MN-5(), HC-B3TN-4(), HC-B4MP-4(), and HC-B5MN-3() propellers because of installation approvals made by, for example, Supplemental Type Certificate or field approval under FAA Form 337 "Major Repair and Alteration." It is the responsibility of the owner, operator, and person returning the aircraft to service to determine if an aircraft has an affected propeller.

Note 3: This AD applies to each propeller 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 propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (h) to request approval from the Federal Aviation Administration (FAA). This approval may address either no

action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any propeller from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent propeller hub, blade, or blade clamp failure, which can result in loss of aircraft control, accomplish the following:

(a) This AD requires no action for operators with Hartzell propeller models HC-B4TN-5(D,G,J)L/LT10282(B,K)-5.3R, HC-B4TN-5(D,G,J)L/LT10282N(B,K)-5.3R, and HC-B4TN-5(D,G,J)L/LT10282NS(B,K)-5.3R installed on Mitsubishi MU-2B-26A, -36A, -40, -60; MU-2B-30 modified by Supplemental Type Certificate (STC) SA336GL-D & SA339GL-D; MU-2B-36 Modified by STC SA2413SW and any other MU-2 Series aircraft which have the referenced propeller models installed. These operators must, however, comply with AD 95-01-02.

(b) This AD requires no action for operators with Hartzell propeller models HC-B4TN-3/T10173F(N)(B,K)-12.5 and HC-B4TN-3A/T10173F(N)(B,K)-12.5 installed on Beech A100 and A100A aircraft. These operators must, however, comply with AD 95-03-03.

(c) Disassemble the propeller in accordance with Hartzell Propeller Inc. Service Manual 118F, Revision 2, dated May 1992, pages 15 to 19, for 3- and 4-bladed hub models, and Service Manual 132A, Revision 2, dated June

1992, pages IV-5 to IV-11, for 5-bladed hub models, remove the hub from service, and replace the hub with a serviceable hub in accordance with the compliance schedule in Table 1 of this AD.

(1) Utilize Table 1 of this AD in accordance with the following example: Model HC-B3TN-3() series propellers, starting with serial numbers (S/N's) BU1 through BU377, require replacement before the end of December of calendar year 1996. Serial numbers BU378 through BU754 require hub replacement before the end of June of calendar year 1997, and so forth.

(2) The affected hubs can only be replaced with serviceable hubs having a S/N not listed in Table 1 of this AD for that propeller model, or serviceable hubs having a S/N for which replacement is not yet required in accordance with Table 1 of this AD.

(3) Some existing propeller hub S/N's include a suffix letter, such as an "A." The presence or absence of this letter has no significance in determining compliance.

(4) Since a hub may be used in various propeller models, the S/N and the model number shown in Table 1 of this AD may not coincide. Precedence is given to the hub S/N in determining compliance requirements. The hub model is only given as a reference.

(5) Hub replacement must be accomplished by the end of the calendar month indicated at the top of the appropriate column in Table 1 of this AD. The S/N ranges in this table identify the propeller hubs that require replacement by the end of that month.

BILLING CODE 4190-13-P

Table 1

HUB REPLACEMENT COMPLIANCE SCHEDULE

	Replacement is due by end of:	Dec. 1996	Jun 1997	Dec. 1997	Jun 1998	Dec. 1998	Jun 1999	Dec. 1999	Jun 2000	Dec. 2000
Hub Model Number	S/N Series									
HC-B3TN-3	BU	1-377	378-754	755-1881	1882-3008	3009-3840	3841-4673	4674-5707	5708-6742	6743-7864
HC-B3MN-3	GB									
HC-B3MN-5	FZ									
HC-B3TN-5	BV	1-86	87-172	173-529	530-885	886-1622	1623-2359	2360-2689	2690-3020	3021-3410
HC-B3TN-4	FK									1
HC-B3TN-2	AG	1-59	60-118	119-174			175-226	227-229	230-231	232-238
HC-B3TF-7	EX					1-3	4-7	8-47	48-87	88-112
HC-A3VF-7	DS				1	2-20	21-39	40-109	110-179	180-230
HC-B4TN-5	CD	1-94	95-187	188-663	664-1139	1140-1399	1400-1660	1661-1848	1849-2036	2037-2133
HC-B4TN-3	EA	1-169	170-338	339-437	438-537	538-758	759-979	980-1003	1004-1028	1029-1035
HC-B4MN-5	FL			1-35	36-70	71-238	239-406	407-411	412-416	417-423
HC-B4MP-3	FW					1-15	16-31	32-371	372-711	712-1024
HC-B4MP-4	FU					1-3	4-7		8	
HC-B5MP-5	EZ		1					2	3-4	
HC-B5MA-3	HB							1	2-3	4-28
HC-B5MN-3	ES		1					2-7	8-13	
HC-B5MP-3	EV	1-51	52-101	102-223	224-345	346-478	479-612	613-720	721-826	827-894
HC-B5MP-3	FT			1-3	4-6			7		

	Replacement is due by end of:	Jun 2001	Dec. 2001	Jun 2002	Dec. 2002	Jun 2003	Dec. 2003	Jun 2004	Dec. 2004	Jun 2006
Hub Model Number	S/N Series									
HC-B3TN-3	BU	7865-8987	8988-10409	10410-11832	11833-13487	13488-15141	15142-16299	16300-17457	17458-18308	18309-19160
HC-B3MN-3	GB						1-162	163-324	325-381	382-438
HC-B3MN-5	FZ						1-23	24-45	46	
HC-B3TN-5	BV	3411-3800	3801-4035	4036-4270	4271-4523	4524-4776	4777-4809	4810-4843	4844-4945	4946-6022
HC-B3TN-4	FK	2-3								4
HC-B3TN-2	AG	239-244	245-298	299-351	352-447	448-543	544-682	683-821	822-886	887-950
HC-B3TF-7	EX	113-136	137-138	139-140	141-208	209-275	276-330	331-386	387-472	473-558
HC-A3VF-7	DS	231-280	281-313	314-345	346-396	397-446	447-464	465-482	483-496	497-511
HC-B4TN-5	CD	2134-2230	2231-3134	3135-3342						
HC-B4TN-3	EA	1036-1043	1044-1092	1093-1142						
HC-B4MN-5	FL	424-429	430-436	437-1002						
HC-B4MP-3	FW	1025-1338	1339-1393	1394-3033						
HC-B4MP-4	FU									
HC-B5MP-5	EZ		5-6	7-8						
HC-B5MA-3	HB	29-52	53-78	79-1018						
HC-B5MN-3	ES									
HC-B5MP-3	EV	895-961	962-1002	1003-2030						
HC-B5MP-3	FT	8								

(d) Perform a fluorescent penetrant inspection of blades for cracks in accordance with Hartzell Propeller Inc. Service Bulletin 136H, dated March 12, 1993, prior to installing a serviceable hub.

(e) Perform magnetic particle inspection of blade clamps for cracks in accordance with Hartzell Service Manual 202A, Revision 3, dated June 1995, pages 201 to 215, prior to installing a serviceable hub.

(f) If cracks are found in either the blade or the blade clamps, prior to further flight replace with serviceable blade or blade clamps.

(g) Reassemble the propeller in accordance with Hartzell Propeller Inc. Service Manual 118F, Revision 2, dated May 1992, pages 57 through 96, for 3- and 4-bladed hub models, and Service Manual 132A, Revision 2, dated June 1992, pages VII-1 to -46, for 5-blade hub models.

(h) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

(i) 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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on April 16, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-10060 Filed 4-25-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 94-CE-22-AD]

RIN 2120-AA64

Airworthiness Directives; Fairchild Aircraft SA26, SA226, and SA227 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking (NPRM); Reopening of the comment period.

SUMMARY: This document proposes to revise an earlier proposed airworthiness

directive (AD), which would have superseded AD 93-19-06. That AD currently requires repetitively inspecting acrylic cabin and cockpit side windows for cracks on certain Fairchild Aircraft SA26, SA226, and SA227 series airplanes, and, if cracks are found that exceed certain limitations, replacing that window. The previous document included the following: the proposed requirement of modifying certain cockpit side windows; more fully-defined crack limitations; and more clear repetitive inspection intervals for the affected airplanes over those included in AD 93-19-06. Comments received regarding the NPRM have prompted the Federal Aviation Administration to change the proposal and allow the public a further opportunity to participate in the rulemaking process. The actions specified by the proposed AD are intended to prevent acrylic cabin or cockpit side window failures, which, if not detected and corrected, could result in airframe damage and decompression injuries.

DATES: Comments must be received on or before June 24, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-CE-22-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, P.O. Box 790490, San Antonio, Texas 78279-0490; telephone (210) 824-9421. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Hung Viet Nguyen, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5155; 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. 94-CE-22-AD." The postcard will be date stamped and returned to the commenter.

Availability of Supplemental NPRM

Any person may obtain a copy of this supplemental NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-CE-22-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Fairchild Aircraft SA26, SA226, and SA227 series airplanes was published in the Federal Register on February 21, 1995 (60 FR 9649). The action proposed to supersede AD 93-19-06 with a new AD that would maintain the requirement of repetitively inspecting acrylic cabin and cockpit side windows for cracks, and replacing any window where cracks are found that exceed certain limitations. That NPRM proposed to require modifying windows that do not have inner window panes installed. Accomplishment of the modification proposed in the NPRM would be in accordance with the following service bulletins (SB), as applicable:

Page No.

Date

Fairchild SB 26-56-10-045, which incorporates the following pages and revision levels:

3, 4, 5, and 9 Revised: December 1, 1994.