

Revision 2, dated July 10, 1993; or Revision 3, dated October 18, 1995. Repeat the inspection thereafter at intervals not to exceed 8,000 landings.

(2) If cracking is detected during any inspection required by this paragraph, prior to further flight, replace the currently installed NLG with a new or serviceable unit, or repair the crack, in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. After replacement or repair, repeat the inspection at intervals not to exceed 8,000 landings.

(b) For all Model Avro 146-RJ series airplanes on which NLG part number 200876002, 200876004, or 201138002 has been installed:

(1) Prior to the accumulation of 16,000 total landings or within 30 days after April 6, 1995 (the effective date of AD 95-04-06, Amendment 39-9158), whichever occurs later, conduct an eddy current or ultra sensitivity penetrant inspection of the NLG, in accordance with British Aerospace Service Bulletin S.B. 32-131, dated December 6, 1991; Revision 1, dated November 12, 1992; Revision 2, dated July 10, 1993; or Revision 3, dated October 18, 1995. Repeat the inspection thereafter at intervals not to exceed 8,000 landings.

(2) If cracking is detected during any inspection required by this paragraph, prior to further flight, replace the currently installed NLG with a new or serviceable unit, or repair the crack, in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. After replacement or repair, repeat the inspection at intervals not to exceed 8,000 landings.

(c) For all Model BAe 146 series airplanes on which NLG part number 200876001 or 200876003 has been installed:

(1) Prior to the accumulation of 4,000 total landings or within 30 days after October 7, 1993 (the effective date of AD 93-17-04, Amendment 39-8674), whichever occurs later, conduct an eddy current or ultra high sensitivity penetrant inspection of the NLG, in accordance with British Aerospace Service Bulletin S.B. 32-131, dated December 6, 1991; Revision 1, dated November 12, 1992; Revision 2, dated July 10, 1993; or Revision 3, dated October 18, 1995. Repeat the inspection thereafter at intervals not to exceed 4,000 landings until the inspection required by paragraph (e) of this AD is accomplished.

(2) If cracking is detected during any inspection required by this paragraph, prior to further flight, replace the currently installed NLG with a new or serviceable unit, or repair the crack, in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. After replacement or repair, repeat the inspection at intervals not to exceed 4,000 landings until the inspection required by paragraph (e) of this AD is accomplished.

(d) For all Model Avro 146-RJ series airplanes on which NLG part number 200876001 or 200876003 has been installed:

(1) Prior to the accumulation of 4,000 total landings or within 30 days after April 6, 1995

(the effective date of AD 95-04-06, Amendment 39-9158), whichever occurs later, conduct an eddy current or ultra high sensitivity penetrant inspection of the NLG, in accordance with British Aerospace Service Bulletin S.B. 32-131, dated December 6, 1991; Revision 1, dated November 12, 1992; Revision 2, dated July 10, 1993; or Revision 3, dated October 18, 1995. Repeat the inspection thereafter at intervals not to exceed 4,000 landings until the inspection required by paragraph (e) of this AD is accomplished.

(2) If cracking is detected during any inspection required by this paragraph, prior to further flight, replace the currently installed NLG with a new or serviceable unit, or repair the crack, in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. After replacement or repair, repeat the inspection at intervals not to exceed 4,000 landings until the inspection required by paragraph (e) of this AD is accomplished.

#### New Requirements

(e) For all Model BAe 146 and Avro 146-RJ series airplanes on which NLG part number 200876001 or 200876003 has been installed: Within 2,000 landings from the immediately preceding inspection conducted in accordance with paragraph (c) or (d) of this AD, or within 3 months after the effective date of this AD, whichever occurs later, accomplish the following:

(1) Conduct an eddy current or ultra high sensitivity penetrant inspection of the NLG, in accordance with British Aerospace Service Bulletin S.B. 32-131, Revision 3, dated October 18, 1995. Repeat the inspection thereafter at intervals not to exceed 2,000 landings. Accomplishment of this inspection terminates the requirements of paragraph (c) and (d) of this AD.

Note 2: The British Aerospace service bulletin references a Messier-Dowty Service Bulletin 145-32-109, Revision 2, dated August 2, 1995, as an additional source of service information.

(2) If cracking is detected during any inspection required by this paragraph, prior to further flight, replace the currently installed NLG with a new or serviceable unit, or repair the crack, in accordance with a method approved by the Manager, Standardization Branch, ANM-113. After replacement or repair, repeat the inspection at intervals not to exceed 2,000 landings.

(f) 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, Standardization Branch, ANM-113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(g) 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.

Issued in Renton, Washington, on October 9, 1996.

S.R. Miller,

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

[FR Doc. 96-26706 Filed 10-17-96; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 39

[Docket No. 94-CE-34-AD]

RIN 2120-AA64

### **Airworthiness Directives; Raytheon Aircraft Corporation (Formerly Beech Aircraft Corporation) Model 76 Airplanes**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes to supersede Airworthiness Directive (AD) 91-14-14, which currently requires repetitively inspecting the main landing gear (MLG) "A" frame assemblies for cracks on Raytheon Aircraft Corporation (Raytheon) Model 76 airplanes, and replacing any assembly found cracked. Reports of fatigue cracks developing on the MLG "A" frame assemblies of the affected airplanes prompted AD 91-14-14. Raytheon has developed improved design MLG "A" frame assemblies, and the Federal Aviation Administration (FAA) has determined that Model 76 airplanes with an improved design "A" frame assembly installed on both the left and right MLG should be exempt from AD 91-14-14. This proposed action retains the requirement of repetitively inspecting the MLG "A" frame assemblies for cracks and replacing any cracked "A" frame assembly only for those Model 76 airplanes that do not have the improved design parts installed. The actions specified by the proposed AD are intended to prevent MLG failure because of a cracked "A" frame assembly, which could result in loss of control of the airplane during landing operations.

**DATES:** Comments must be received on or before December 20, 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-34-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 the Raytheon Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Larry Engler, Aerospace Safety Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4122; facsimile (316) 946-4407.

#### **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-34-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 Assistant Chief Counsel, Attention: Rules Docket No. 94-CE-34-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

##### **Discussion**

AD 91-14-14, Amendment 39-7055 (56 FR 29173, June 26, 1991), currently requires repetitively inspecting the main

landing gear (MLG) "A" frame assemblies for cracks on Raytheon Model 76 airplanes, and replacing any MLG "A" frame assembly found cracked. Accomplishment of the inspections required by AD 91-14-14 is in accordance with Beech Service Bulletin (SB) No. 2361, dated February 1991.

Reports of fatigue cracks developing on the MLG "A" frame assemblies of the affected airplanes prompted AD 91-14-14. Since the issuance of AD 91-14-14, Raytheon has developed improved design MLG "A" frame assemblies, part number (P/N) 105-810023-75 (left) and P/N 105-810023-76 (right).

##### **Applicable Service Information**

Raytheon has revised SB No. 2361 to the Revision III level (dated June 1996). This SB revision specifies procedures for inspecting the MLG "A" frame assemblies for cracks, and introduces the improved design MLG "A" frame assemblies, P/N 105-810023-75 (left) and P/N 105-810023-76 (right).

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

After examining the circumstances and reviewing all available information related to the incidents described above, including the referenced service information, the FAA has determined that (1) Raytheon Model 76 airplanes incorporating an improved MLG "A" frame assembly on both the left and right MLG should be exempt from the inspections currently required by AD 91-14-14; and (2) AD action should be taken to prevent MLG failure because of a cracked "A" frame assembly, which could result in loss of control of the airplane during landing operations.

##### **Explanation of the Provisions of the Proposed AD**

Since an unsafe condition has been identified that is likely to exist or develop in other Raytheon Model 76 airplanes of the same type design, the proposed AD would supersede AD 91-14-14 with a new AD. The proposed action would retain the requirement of repetitively inspecting the MLG "A" frame assemblies for cracks and replacing any part found cracked, but would exempt those airplanes with both a P/N 105-810023-75 (left) and P/N 105-810023-76 (right) MLG "A" frame assembly installed. Accomplishment of the proposed repetitive inspections would be in accordance with Beech SB No. 2361, Revision III, dated June 1996.

##### **Cost Impact**

The FAA estimates that 437 airplanes in the U.S. registry would be affected by the proposed AD, that it would take

approximately 2 workhours per airplane to accomplish the proposed initial inspection, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$52,440. This figure only takes into account the cost of the proposed initial inspection; repetitive inspection costs and costs for replacing any cracked MLG "A" frame assemblies are not included in this figure. The FAA has no way of determining how many airplanes would have cracked MLG "A" frame assemblies or how many repetitive inspections each affected owner/operator would incur over the life of the airplane.

The only difference between the proposed AD and AD 91-14-14 is that the proposed AD would exempt airplanes with the improved MLG "A" frame assemblies installed. Therefore, the cost impact of the proposed AD is less than that already required by AD 91-14-14 because some airplanes will have the improved MLG "A" frame assemblies installed.

##### **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 14 CFR part 39 of the Federal Aviation Regulations 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) 91-14-14, Amendment 39-7055 (56 FR 29173, June 26, 1991), and by adding a new AD to read as follows:

Raytheon Aircraft Corporation (formerly Beech Aircraft Corporation): Docket No. 94-CE-34-AD; Supersedes AD 91-14-14, Amendment 39-7055.

**Applicability:** Model 76 airplanes (serial numbers ME-1 through ME-437), certificated in any category, that do not have both a part number (P/N) 105-810023-75 (left) and P/N 105-810023-76 (right) main landing gear (MLG) "A" frame assembly installed.

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 (e) 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 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished (compliance with AD 91-14-14), and thereafter at intervals not to exceed 100 hours TIS.

To prevent MLG failure because of a cracked "A" frame assembly, which could result in loss of control of the airplane during landing operations, accomplish the following:

(a) Inspect, using both visual and dye penetrant methods, both the left and right MLG "A" frame assemblies for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Service Bulletin No. 2361, Revision III, dated June 1996. Pay particular attention to the tips of the gussets and the small corrosion treatment hole adjacent to the gusset.

(b) If any MLG "A" frame assembly is found cracked during any inspection required by this AD, prior to further flight, replace the assembly with one of the following in accordance with Chapter 32 of the Raytheon Model 76 Maintenance Manual:

(1) A new MLG "A" frame assembly with the same P/N as that found cracked. The 100-hour TIS repetitive inspection requirement

still applies when this design "A" frame is installed.

(2) A P/N 105-810023-75 (left) or P/N 105-810023-76 (right) main MLG "A" frame assembly, as applicable. Repetitive inspections are no longer required on an MLG "A" frame assembly incorporating this design configuration. Repetitive inspections are still required on an MLG "A" frame assembly if it does not incorporate this improved design configuration.

(c) Installing both P/N 105-810023-75 (left) and P/N 105-810023-76 (right) MLG "A" frame assemblies eliminates the repetitive inspection requirement of this AD.

(d) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(f) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Raytheon Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(g) This amendment supersedes AD 91-14-14, Amendment 39-7055.

Issued in Kansas City, Missouri, on October 10, 1996.

Marvin R. Nuss,

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

[FR Doc. 96-26704 Filed 10-17-96; 8:45 am]

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## **14 CFR Part 39**

[Docket No. 96-CE-48-AD]

RIN 2120-AA64

### **Airworthiness Directives; Air Tractor, Inc. Models AT-802 and AT-802A 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 Air Tractor, Inc. (Air Tractor) Models AT-

802 and AT-802A airplanes. The proposed action would require revising the Airworthiness Limitations section of the applicable maintenance manual to change the life limit of the tail landing gear spring. Results from a routine analysis of the life-limited parts of the affected airplanes prompted the proposed AD. In particular, the tail landing gear spring life limit is not consistent with that called out for the main landing gear spring. The actions specified by the proposed AD are intended to prevent fatigue failure of a tail landing gear spring before the life limit of the part is achieved, which could result in loss of control of the airplane.

**DATES:** Comments must be received on or before December 20, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-48-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 Air Tractor, Inc., P. O. Box 485, Olney, Texas 76374; telephone (817) 564-5616; facsimile (817) 564-2348. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Bob May, Aerospace Engineer, FAA, Aircraft 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