

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]

BILLING CODE 4910-13-U

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

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. 96-CE-48-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. 96-CE-48-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

Routine analysis of the life-limited parts on Air Tractor Models AT-802 and AT-802A airplanes reveals that the life limit of the tail landing gear spring is not consistent with that called out for the main landing gear spring. Specifically, the tail landing gear spring life limit was only related to hours time-in-service (TIS) and was not tied to landings. When adjusting the life limit of the tail landing gear spring to landings as well as hours TIS, the FAA noticed that the hours TIS life limit for this part is not consistent with that of the main landing gear spring; the life limit of the tail landing gear spring is currently 3,500 hours TIS and should be 3,000 hours TIS to be consistent with the main landing gear spring.

Applicable Maintenance Manual Revision

Air Tractor has revised Section 6, Airworthiness Limitations, of the Air Tractor AT 802/802A Maintenance Manual. This revision changes the life limit of the tail landing gear spring from 3,500 hours TIS to 3,000 hours TIS and includes 8,000 landings (the life limit being that which comes first). This revision is dated May 24, 1996.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the situation described above, the FAA has determined that (1) the life limit of the tail landing gear spring should be changed; and (2) AD action should be taken 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.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Air Tractor Models AT-802 and AT-802A airplanes of the same type design, the proposed AD would require revising the Airworthiness Limitations section of the applicable maintenance manual to change the life limit of the tail landing gear spring. The proposed revision would be accomplished by incorporating the revision to Section 6, Airworthiness Limitations, of the Air Tractor AT 802/802A Maintenance Manual, dated May 24, 1996.

Cost Impact

The FAA estimates that 37 airplanes in the U.S. registry would be affected by the proposed AD. An owner/operator of one of the affected airplanes holding at least a private pilot certificate would be allowed to incorporate the manual revision as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7). With this in mind, the only impact the proposed AD would have upon U.S. owners/operators of the affected airplanes would be the time it would take the individual owners/operators of the affected airplanes to incorporate the proposed manual revision.

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:

Air Tractor, Inc.: Docket No. 96-CE-48-AD.

Applicability: Models AT-802 and AT-802A airplanes (serial numbers 0001 through 0038), 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 (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 within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

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, accomplish the following:

(a) Incorporate the revision to Section 6, Airworthiness Limitations, of the Air Tractor AT 802/802A Maintenance Manual, dated May 24, 1996.

(b) Incorporating the maintenance manual revision as required by paragraph (a) of this AD may be performed by the airplane owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.11 of the Federal Aviation Regulations (14 CFR 43.11).

(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, FAA, Aircraft Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

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

(e) All persons affected by this directive may obtain copies of the maintenance manual revision referred to herein upon request to Air Tractor Inc., P. O. Box 485, Olney, Texas 76374; or may examine this information at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

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

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-26700 Filed 10-17-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-CE-44-AD]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Corporation (Formerly Beech Aircraft Corporation) 35 Series 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 Raytheon Aircraft Corporation (Raytheon) 35 series airplanes. The proposed action would require inspecting the ruddervator differential tail control rod assembly for corrosion or cracks, repairing or replacing any cracked or corroded part, and applying anti-corrosion sealant to the ruddervator control pushrods. The proposed action results from a split in the ruddervator control push rod on an affected airplane that was found during a routine inspection. The split occurred when water froze in the internal area of the control push rod and then expanded. The actions specified by the proposed AD are intended to prevent failure of the differential tail control rod assembly, 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-44-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. 96-CE-44-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. 96-CE-44-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received a report of the ruddervator control pushrod splitting on a Raytheon 35 series airplane; specifically a 3/4-inch longitudinal split was found in the left ruddervator control pushrod. The splitting is attributed to water freezing in the internal area of the control push rod.

The design of the ruddervator differential tail control rod assembly is that the two rods have a hollow shaft that is open at both ends and extends through the length of the rod. Moisture laden air is entering the rod assembly through these hollow shafts and then condenses in the rod assembly tube. When the moisture accumulates, it freezes in cold weather, expands, and causes the ruddervator control pushrod to split. This condition could lead to failure of the ruddervator differential tail control rod assembly and subsequent loss of control of the airplane.

Applicable Service Information

Raytheon has issued Service Bulletin (SB) No. 2668, dated September 1996, which specifies procedures for inspecting the ruddervator differential tail control rod assembly, and repairing or replacing any cracked part. Raytheon SB No. 2668 also specifies procedures for applying an anti-corrosion sealant to the ruddervator control pushrods. This service bulletin applies to certain serial numbers (D-1 through D10403, D-15001, and D-15002) of the following models of Raytheon 35 series airplanes:

35	35R	A35	B35
C35	D35	E35	F35
G35	H35	J35	K35
M35	N35	P35	S35
V35	V35-TC	V35A	V35A-TC
V35B	V35B-TC		

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 AD action should be taken to prevent failure of the ruddervator differential tail control rod assembly, which could result in loss of control of the airplane.

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 35 series