

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) 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 final 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, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

##### 97-26-15 Raytheon Aircraft Company:

Amendment 39-10258; Docket No. 97-CE-13-AD.

**Applicability:** The following model and serial number airplanes, certificated in any category, that are equipped with at least one part number (P/N) 114-380041-11 (or FAA-approved equivalent part number) main landing gear actuator:

Model	Serial numbers
1900 .....	UA-2 and UA-3.
1900C .....	UB-1 through UB-74, and UC-1 through UC-174.
1900C (C-12J).	UD-1 through UD-6.
1900D .....	UE-1 through UE-249 and UE-252.

**Note 1:** The airplanes affected by this AD could have main landing gear actuators installed that have Parts Manufacturer Approval (PMA). For those airplanes having PMA parts that are equivalent (PMA by equivalency) to those referenced in this AD,

the phrase "or FAA-approved equivalent part number" means that this AD applies to airplanes with PMA by equivalency main landing gear actuators installed.

**Note 2:** 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 installation, 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 actuator rod end failure caused by excessive friction in the rod end bearing, which could result in the inability to lower the main landing gear or result in landing gear collapse during landing, accomplish the following:

(a) Upon accumulating 1,200 hours time-in-service (TIS) on each P/N 114-380041-11 (or FAA-approved equivalent part number) main landing gear actuator or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, lubricate the actuator rod ends in accordance with Raytheon Safety Communiqué 1900-128, dated October 25, 1996.

(1) Installation of P/N M81935/1-8K (or FAA-approved equivalent part number) main landing gear actuator rod ends constitutes terminating action to the lubricating requirements of paragraph (a) of this AD.

(2) Installing the P/N M81935/1-8K (or FAA-approved equivalent part number) main landing gear actuator rod ends may be accomplished at any time prior to the next 600 hours TIS, at which time they must be installed (see paragraph (b) of this AD).

(b) Within the next 600 hours TIS after the effective date of this AD, install Teflon-lined main landing gear actuator rod ends, P/N M81935/1-8K (or FAA-approved equivalent part number), in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Mandatory Service Bulletin No. 2730, Issued: November, 1996.

(c) As of the effective date of this AD, no person may install a P/N 114-380041-11 (or FAA-approved equivalent part number) main landing gear actuator without replacing the rod ends with P/N M81935/1-8K (or FAA-approved equivalent part number). Installing these Teflon-lined rod ends re-identifies the main landing gear actuator as P/N 114-380041-13.

(d) 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.

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

(f) The lubrication required by this AD shall be done in accordance with Raytheon Safety Communiqué 1900-128, dated October 25, 1996. The installation required by this AD shall be done in accordance with Raytheon Mandatory Service Bulletin No. 2730, Issued: November, 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment (39-10258) becomes effective on January 25, 1998.

Issued in Kansas City, Missouri, on December 10, 1997.

**Michael Gallagher,**

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

[FR Doc. 97-32994 Filed 12-18-97; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 95-NM-140-AD; Amendment 39-10254; AD 97-26-11]

RIN 2120-AA64

#### Airworthiness Directives; Aerospatiale Model ATR42-200, -300, and -320 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Aerospatiale Model ATR42-200, -300, and -320 series airplanes, that requires an inspection to detect corrosion of the rear spars of the wings, and corrective actions, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are

intended to detect and correct possible corrosion on the rear spars of the wings, which could result in reduced structural integrity of the wings.

**DATES:** Effective January 23, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 23, 1998.

**ADDRESSES:** The service information referenced in this AD may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Aerospatiale Model ATR42-200, -300, -320 series airplanes was published in the Federal Register on October 01, 1997 (62 FR 51388). That action proposed to require an inspection to detect corrosion of the rear spars of the wings, and corrective actions, if necessary.

#### Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

#### Request to Withdraw the Proposal

The Direction Générale de l'Aviation Civile (DGAC) has no technical objection to the proposal, but requests that the FAA withdraw it because French airworthiness directive 95-127-062(B) was issued against a target set of airplanes, and was intended to evaluate and quantify the problems with corrosion in the area of the wing spars. The results of the inspection enabled the manufacturer to define long term actions and revise the airplane maintenance program (known as the Maintenance Review Board or MRB), to include the necessary inspections and corrective actions. The commenter further states that the revised MRB has been implemented by U.S. operators,

and that an AD mandating these same actions is not required.

The FAA does not concur with the commenter's request to withdraw the proposal. The MRB document referenced by the commenter is not mandatory for U.S. operators. Therefore, the issuance of this AD is the only means available to the FAA to require changes in the maintenance of the airplane which are related to an unsafe condition. The "Compliance" provision of this AD states that compliance is required as indicated, "unless accomplished previously." Therefore, if an operator has adopted and complied with MRB provisions that describe the inspection required by this AD, it may take credit for prior accomplishment of those actions.

#### Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

#### Cost Impact

The FAA estimates that 16 Model ATR42-200, -300, and -320 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 24 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$23,040, or \$1,440 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

#### Regulatory Impact

The regulations adopted herein will 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 final rule does 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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

**97-26-11 Aerospatiale:** Amendment 39-10254. Docket 95-NM-140-AD.

**Applicability:** Model ATR42-200, -300, and -320 series airplanes, as listed in Aerospatiale Service Bulletin ATR42-57-0044, dated May 30, 1995, or Revision 1, dated June 28, 1995; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (b) 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, unless accomplished previously.

To detect and correct corrosion on the rear spars of the wings, which could result in reduced structural integrity of the wing, accomplish the following:

(a) Within 60 days after the effective date of this AD, perform a one-time detailed visual inspection to detect corrosion of the rear spars of the wings, in accordance with Aerospatiale Service Bulletin ATR42-57-0044, dated May 30, 1995, or Revision 1, dated June 28, 1995.

(1) If no corrosion is detected, prior to further flight, apply a protective compound to the areas specified in the service bulletin, in accordance with the service bulletin.

(2) If any corrosion is detected, prior to further flight, repair it in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(b) 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, International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(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) The actions shall be done in accordance with Aerospatiale Service Bulletin ATR42-57-0044, dated May 30, 1995; or Aerospatiale Service Bulletin ATR42-57-0044, Revision 1, dated June 28, 1995; which contain the specified effective pages.

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
ATR42-57-0044, May 30, 1995 .....	1-17 .....	Original .....	May 30, 1995.
ATR42-57-0044, Revision 1, June 28, 1995 .....	1, 4, 6-8, 15-16 .....	1 .....	June 28, 1995.
	2, 3, 5, 9-14, 17 .....	Original .....	May 30, 1995.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 3:** The subject of this AD is addressed in French airworthiness directive 95-127-063(B), dated August 2, 1995.

(e) This amendment becomes effective on January 23, 1998.

Issued in Renton, Washington, on December 11, 1997.

**Gilbert L. Thompson,**

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

[FR Doc. 97-32999 Filed 12-18-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 93-ANE-08; Amendment 39-10260; AD 97-26-17]

RIN 2120-AA64

#### **Airworthiness Directives; Teledyne Continental Motors IO-360, TSIO-360, LTSIO-360, IO-520, LIO-520, TSIO-520, LTSIO-520 Series, and Rolls-Royce plc IO-360 and TSIO-360 Series Reciprocating Engines**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Teledyne Continental Motors (TCM) IO-520 and

TSIO-520 series reciprocating engines, that currently requires ultrasonic inspection for subsurface fatigue cracks in crankshafts installed in TCM IO-520 and TSIO-520 series engines and replacement of the crankshaft if a crack is found. This amendment adds a requirement to remove crankshafts manufactured using the airmelt process and replace them with crankshafts manufactured using the vacuum arc remelt (VAR) process, incorporates new ultrasonic inspection criteria in the AD, adds engine series TCM IO-360, TSIO-360, LTSIO-360, IO-520, LIO-520, TSIO-520, LTSIO-520 and Rolls-Royce, plc IO-360 and TSIO-360 to the applicability, and revises the economic impact analysis. This amendment is prompted by reports of crankshaft failures due to subsurface fatigue cracking on engines that had been inspected in accordance with the current AD. The actions specified by this AD are intended to prevent crankshaft failure and subsequent engine failure.

**DATES:** Effective January 23, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 23, 1998.

**ADDRESSES:** The service information referenced in this AD may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (334) 438-3411. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA 01803-5299; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Jerry Robinette, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, Campus Building, 1701 Columbia Ave., Suite 2-160, College Park, GA 30337-2748; telephone (404) 305-7371, fax (404) 305-7348.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain Teledyne Continental Motors (TCM) IO-360, TSIO-360, LTSIO-360, IO-520 and TSIO-520 series reciprocating engines was published as a supplemental notice of proposed rulemaking (SNPRM) in the **Federal Register** on August 24, 1995 (60 FR 43995). That proposal would have superseded AD 87-23-08, Amendment 39-5735 (52 FR 41937, October 30, 1987), which currently requires ultrasonic inspection of TCM IO-520 and TSIO-520 series engines for subsurface fatigue cracks in the crankshaft and replacement of the crankshaft, if a crack is found. The proposed AD would have retained the ultrasonic inspection, but would have required the removal of crankshafts manufactured using the airmelt process and required replacement with crankshafts that were manufactured using the vacuum arc remelt (VAR) process. The proposed AD would have also expanded the affected population of engines to add the TCM IO-360, TSIO-360 and LTSIO-360 series engines to the IO-520 and TSIO-520 series engines affected by AD 87-23-08. That proposal was prompted by reports of crankshaft failures due to subsurface fatigue cracking on engines that had been inspected in accordance with AD 87-23-08. That condition, if