

Models	Serial Nos.
SA226-T(B)	T(B)276, and T(B)292 through T(B)378;
SA226-AT	AT001 through AT069.

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 500 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

Note 2: The compliance time of this AD takes precedence over the compliance time in the Fairchild Service Bulletin referenced below.

To prevent asymmetrical flap deflection, which could force the airplane into an uncommanded roll with possible loss of control of the airplane, accomplish the following:

(a) Inspect both wing trailing edge ribs at the center flap actuator attach brackets, wing stations (WS) 98.385 and 100.635, for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section, PART A, of Fairchild Aircraft Service Bulletin (SB) 57-016, Issued: June 25, 1981; Revised: December 9, 1981.

(1) If no cracks are found, prior to further flight, install the reinforcement doubler, part number(P/N) 27K36075-7, or an FAA-approved equivalent part number, in accordance with the ACCOMPLISHMENT INSTRUCTIONS section, PART B of Fairchild SB 57-016, Issued: June 25, 1981; Revised: December 9, 1981.

(2) If any cracks are found, prior to further flight, replace any cracked rib with a new rib assembly (P/N 27-31085-1/2 or 27-31086-1/2 or an FAA-approved equivalent part number) and install the new reinforcement doubler (P/N 27K36075-7 or an FAA-approved equivalent part number) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section, PART B and PART C of Fairchild SB 57-016, Issued: June 25, 1981; Revised: December 9, 1981.

(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, Fort Worth Airplane 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 Airplane Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Fort Worth Airplane Certification Office.

(d) The inspection, installation, and replacement required by this AD shall be done in accordance with Fairchild Service Bulletin SA226 Series SB 57-016, Issued: June 25, 1981; Revised: December 9, 1981. 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 Fairchild Aircraft Inc., P.O. Box 32486, San Antonio, Texas, 78284. 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.

(e) This amendment (39-10318) becomes effective on March 10, 1998.

Issued in Kansas City, Missouri, on February 2, 1998.

Carolanne L. Cabrini,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-3397 Filed 2-13-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-ANE-43; Amendment 39-10325; AD 98-04-13]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Limited Dart Series Turboprop Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Rolls-Royce Limited (R-R) Dart series turboprop engines, that currently establishes a life limit for propeller low torque switches. This amendment adds two propeller low torque switch part numbers and two R-R Dart engine models that were omitted from the current AD, and establishes a calendar end-date for removal of propeller low torque switches from service. This amendment is prompted by the need to add omitted part numbers and engine models to the AD. The actions specified by this AD are intended to prevent cracking of the snap diaphragm in the propeller low torque

switch, which could delay propeller auto-feathering and thereby adversely affect aircraft controllability.

DATES: Effective March 24, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 24, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce plc, Attn: Dart Engine Service Manager, East Kilbride, Glasgow G74 4PY, Scotland. 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: Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7747, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding Airworthiness Directive (AD) 90-08-12, Amendment 39-6473 (55 FR 12477, April 4, 1990), which is applicable to Rolls-Royce Limited (R-R) Dart series turboprop engines, was published in the **Federal Register** on October 2, 1995 (60 FR 51377). That action proposed to add two propeller low torque switch part numbers and two R-R Dart engine models that were omitted from AD 90-08-12. In addition, the proposed AD establishes 30 days after the effective date of the AD as a calendar end-date for removal of propeller low torque switches.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The manufacturer has confirmed that since the issuance of the NPRM, all affected engines have had the low torque switch removed. Therefore, there are no affected engines installed on aircraft of U.S. registry and further opportunity for comment is unnecessary.

The FAA has made some changes to the applicability paragraph of this AD to reflect the lack of affected engines installed on aircraft of U.S. registry and changes from Mk. to Mk. series.

There are approximately 2,880 engines of the affected design in the worldwide fleet. The FAA estimates that

450 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 1.5 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$3,800 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,750,500.

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 removing Amendment 39–6473 (55 FR 12477, April 4, 1990) and by adding a new airworthiness directive, Amendment 39–10325, to read as follows:

98–04–13 Rolls-Royce Limited:

Amendment 39–10325. Docket 94–ANE–43. Supersedes AD 90–08–12, Amendment 39–6473.

Applicability: Rolls-Royce Limited (R–R) Dart Mk. 506, 10, 511 series, 514 series, 525 series, 526, 527, 528 series, 529 series, 530, 531, 532 series, 535 series, 542 series, 551 series, and 552 series turboprop engines, installed on but not limited to the following aircraft: Gulfstream Aerospace Corp. G–159, British Aerospace HS 748, Fokker Aircraft F.27, Mitsubishi Heavy Industries YS–11, General Dynamics (Convair) 580 and 600 series, and Vickers Armstrongs (Aircraft Limited) Viscount.

Note 1: Rolls-Royce Limited engine models Mk. 515, 520, 533, 534, 536, and 543 were removed in this final rule from the NPRM as these engine models were not U.S.-validated.

Note 2: Other changes to the final rule's applicability from the NPRM's applicability are as follows:

Mk. 511 was changed to Mk. 511 series
Mk. 514 was changed to Mk. 514 series
Mk. 525 was changed to Mk. 525 series
Mk. 528 was changed to Mk. 528 series
Mk. 529 was changed to Mk. 529 series
Mk. 532 was changed to Mk. 532 series
Mk. 535 was changed to Mk. 535 series
Mk. 542 was changed to Mk. 542 series
Mk. 551 was changed to Mk. 551 series
Mk. 552 was changed to Mk. 552 series.

Note 3: This airworthiness directive (AD) applies to each engine 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 engines 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 (f) 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 prevent cracking of the snap diaphragm in the propeller low torque switch, which could delay propeller auto-feathering and

thereby adversely affect aircraft controllability, remove from service propeller low torque switch part numbers (P/N) 3700892, 3700895, 3701232, 3500355, 3500356, 3500410 through 3500412, L944707 through L944709, L944738 through L944740, L944742 through L944744, L944769, L944772, and L944774, in accordance with R–R Dart Aero Engine Service Bulletin (SB) No. Da61–12, Revision 2, dated September 1978, as follows:

(a) Remove from service propeller low torque switches that have accumulated 5 or more calendar years time in service (TIS) on the effective date of this AD, within 30 days after the effective date of this AD, and replace with a serviceable part.

(b) Remove from service propeller low torque switches that have accumulated less than 5 calendar years TIS on the effective date of this AD, within 5 calendar years total TIS, or within 30 days after the effective date of this AD, whichever occurs later, and replace with a serviceable part.

(c) Remove from service propeller low torque switches that cannot have their in-service calendar time established within 30 days after the effective date of this AD, and replace with a serviceable part.

(d) Thereafter, remove from service new or overhauled propeller low torque switches at or prior to accumulating 5 calendar years TIS since initial installation on an engine. This limit includes storage or on-shelf time accumulated after initial installation on an engine. Overhaul of the propeller low torque switch zero-times the part.

(e) For the purpose of this AD, a serviceable part is defined as a new or overhauled propeller low torque switch with less than 5 calendar years TIS since first entry into service.

(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, Engine Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 4: Information concerning the existence of approved alternative method of compliance with this AD, if any, may be obtained from the Engine Certification Office.

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

(h) The actions required by this AD shall be done in accordance with the following R–R SB:

Document No.	Pages	Revision	Date
Dart Aero Engine SB: No. Da61–12	1–4 5–6	2 Original	September 1978. May 1976.

Total pages: 6.

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 Rolls-Royce plc, Attn: Dart Engine Service Manager, East Kilbride, Glasgow G74 4PY, Scotland. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on March 24, 1998.

Issued in Burlington, Massachusetts, on February 4, 1998.

James C. Jones,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-3516 Filed 2-13-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-55-AD; Amendment 39-10334; AD 98-04-22]

RIN 2120-AA64

Airworthiness Directives; SOCATA—Groupe AEROSPATIALE, Model TBM 700 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to SOCATA—Groupe AEROSPATIALE, Model TBM 700 airplanes. This action requires revising the FAA-approved Airplane Flight Manual (AFM) to specify procedures that would prohibit flight in severe icing conditions (as determined by certain visual cues), limit or prohibit the use of

various flight control devices while in severe icing conditions, and provide the flight crew with recognition cues for, and procedures for exiting from, severe icing conditions. This AD is prompted by the results of a review of the requirements for certification of these airplanes in icing conditions, new information on the icing environment, and icing data provided currently to the flight crew. The actions specified by this AD are intended to minimize the potential hazards associated with operating these airplanes in severe icing conditions by providing more clearly defined procedures and limitations associated with such conditions.

DATES: Effective March 13, 1998.

ADDRESSES: This information may be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-55-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. John P. Dow, Sr., Aerospace Engineer, Small Airplane Directorate, Aircraft Certification Service, 1201 Walnut, suite 900, Kansas City, Missouri 64106, telephone (816) 426-6932, facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to SOCATA—Groupe AEROSPATIALE, Model TBM 700 airplanes was published in the **Federal Register** on September 16, 1997 (62 FR 48506). The action proposed to require revising the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to specify procedures that would:

- Require flight crews to immediately request priority handling from Air

Traffic Control to exit severe icing conditions (as determined by certain visual cues);

- Prohibit flight in severe icing conditions (as determined by certain visual cues);
- Prohibit use of the autopilot when ice is formed aft of the protected surfaces of the wing, or when an unusual lateral trim condition exists; and
- Require that all icing wing inspection lights be operative prior to flight into known or forecast icing conditions at night.

That action also proposed to require revising the Normal Procedures Section of the FAA-approved AFM to specify procedures that would:

- Limit the use of the flaps and prohibit the use of the autopilot when ice is observed forming aft of the protected surfaces of the wing, or if unusual lateral trim requirements or autopilot trim warnings are encountered; and
- Provide the flight crew with recognition cues for, and procedures for exiting from, severe icing conditions.

Comments

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

In addition to the proposed rule described previously, in September 1997, the FAA issued 24 other similar proposals that address the subject unsafe condition on various airplane models (see below for a listing of all 24 proposed rules). These 24 proposals also were published in the **Federal Register** on September 16, 1997. This final rule contains the FAA's responses to all public comments received for each of these proposed rules.

Docket No.	Manufacturer/airplane model	Federal Register citation
97-CE-49-AD	Aerospace Technologies of Australia, Models N22B and N24A	62 FR 48520
97-CE-50-AD	Harbin Aircraft Mfg., Corporation Model Y12 IV	62 FR 48513
97-CE-51-AD	Partenavia Costruzioni Aeronauticas, S.p.A., Models P68, AP68TP 300, AP68TP 600	62 FR 48524
97-CE-52-AD	Industrie Aeronautiche Meccaniche Rinaldo Piaggio S.p.A., Model P-180	62 FR 48502
97-CE-53-AD	Pilatus Aircraft Ltd., Models PC-12 and PC-12/45	62 FR 48499
97-CE-54-AD	Pilatus Britten-Norman Ltd., Models BN-2A, BN-2B, and BN-2T	62 FR 48538
97-CE-55-AD	SOCATA—Groupe Aerospatiale, Model TBM-700	62 FR 48506
97-CE-56-AD	Aerostar Aircraft Corporation, Models PA-60-600, -601, -601P, -602P, and -700P	62 FR 48481
97-CE-57-AD	Twin Commander Aircraft Corporation, Models 500, -500-A, -500-B, -500-S, -500-U, -520, -560, -560-A, -560-E, -560-F, -680, -680-E, -680FL(P), -680T, -680V, -680W, -681, -685, -690, -690A, -690B, -690C, -690D, -695, -695A, -695B, and 720.	62 FR 48549
97-CE-58-AD	Raytheon Aircraft Company, Models E55, E55A, 58, 58A, 58P, 58PA, 58TC, 58TCA, 60 series, 65-B80 series, 65-B90 series, 90 series, F90 series, 100 series, 300 series, and B300 series.	62 FR 48517
97-CE-59-AD	Raytheon Aircraft Company, Model 2000	62 FR 48531
97-CE-60-AD	The New Piper Aircraft Corporation, Models PA-46-310P and PA-46-350P	62 FR 48542