DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–CE–89–AD; Amendment 39–10005; AD 97–09–09]

RIN 2120–AA64

Airworthiness Directives; Raytheon Aircraft Company (Formerly Beech Aircraft Corporation) Models 58P and 58PA Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Raytheon Aircraft Company (formerly Beech Aircraft Corporation) Models 58P and 58PA airplanes. This action requires inspecting for cracks in the right-hand (RH) upper and lower longeron near the second RH cabin window, inspecting for missing rivets in the cabin structure (longeron) adjacent to and aft of the second RH cabin window, repairing any cracked structure or reinforcing the longeron if it is not cracked, and installing rivets, if missing. Reports of cracks in the upper and lower longeron and missing rivets that are supposed to secure the frame, splice, and longeron together prompted this action. The actions specified by this AD are intended to prevent structural cracking to the cabin caused by missing rivets, which if not corrected, could cause decompression injuries to passengers, structural failure of the fuselage, and loss of the airplane.

DATES: Effective June 30, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 30, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201–0085. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95–CE–89–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: David Ostrodka, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4129, facsimile (316) 946–4407.

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 Raytheon Aircraft Company Models 58P and 58PA airplanes was published in the **Federal Register** on December 2, 1996 (61 FR 63762). The action proposed to require (1) inspecting for cracks on the right-hand (RH) lower longeron between two doublers adjacent to the lower aft side of the RH second cabin window, (2) repairing any cracks found, (3) reinforcing the longeron if no cracks are found, (4) inspecting for cracks and missing rivets in the upper longeron adjacent to and aft of the second RH cabin window, and (5) repairing any cracks and installing any rivets, if missing.

Accomplishment of the inspection, repair, and reinforcement would be in accordance with Beechcraft Service Bulletin (SB) No. 2630, Issued: November, 1995, and Raytheon Aircraft Mandatory SB No. 2691, Rev. 1, Issued: June, 1996; Revised: October, 1996.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public. After publication of the Supplemental NPRM, the estimated costs of the proposed actions were changed to reflect a more accurate amount for labor and parts of the initial inspection. The cost estimate increased from approximately $300 to approximately $648 per airplane, which is a difference of about $250 per airplane. There is no change to the proposed AD, only a more accurate reflection of the cost estimate to accomplish the actions proposed in the Supplemental NPRM.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 386 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 9 workhours (3 workhours for the inspection and 6 workhours to accomplish the reinforcement) to accomplish the action and that the average labor rate is approximately $60 an hour. Parts to accomplish the reinforcement cost $100 per airplane. In estimating the total cost impact of this AD on U.S. operators, the FAA is presuming that no cracked longeron will be found, no missing rivets will be found, and the reinforcement will need to be incorporated on each effected airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $247,040 or $648 per airplane.

If, during the inspection, cracks are found and rivets are missing, the estimated costs for accomplishing the following actions will be:

—2 workhours to install rivets at an estimated cost of $125 per airplane ($120 for labor and $5 for rivets),

—8 workhours to repair any crack in the designated area of the RH upper longeron at an estimated cost of $675 per airplane ($480 for labor and $195 for parts),

—6 workhours to re-reinforce the RH lower longeron at an estimated cost of $460 per airplane ($360 for labor and $100 for parts), or

—16 workhours to repair any crack found in the RH lower longeron at an estimated cost of $2,060 per airplane ($960 for labor and $1,100 for parts).

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 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:

97–09–09. Raytheon Aircraft Company: Amendment No. 39–10005; Docket No. 95–CE–89–AD.

Applicability: Models 58P and 58PA airplanes, having the following serial numbers, and certificated in any category:

Serial Numbers Listed in Beech Service Bulletin (SB) No. 2630

TJ–2 through TJ–177
TJ–179
TJ–181 through TJ–212
TJ–214 through TJ–270
TJ–272 through TJ–283
TJ–285 through TJ–288
TJ–290 through TJ–313
TJ–315 through TJ–321
TJ–323, TJ–324
TJ–326 through TJ–368, and
TJ–370 through TJ–497

Serial Numbers Listed in Raytheon SB No. 2691

TJ–2 through TJ–121
TJ–123 through TJ 394
TJ–396 through TJ–497

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 (TIS) after the effective date of this AD, unless already accomplished:

To prevent structural cracking to the cabin caused by missing rivets, which, if not detected and corrected, could cause decompression injuries to passengers, structural failure of the fuselage, and loss of the airplane, accomplish the following:

(a) Inspect the cabin window upper longeron (next to the upper aft splice) between the second and third right-hand (RH) cabin side windows for cracks and missing rivets in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beechcraft Mandatory (Beech) Service Bulletin (SB) No. 2630, Issued: November 1995.

(1) If cracks are found in the upper longeron, prior to further flight, repair the cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech SB No. 2630, Issued: November 1995.

(2) If rivets are found missing, prior to further flight, install the rivets in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech SB No. 2630, Issued: November 1995.

(b) Inspect the RH lower longeron between the two doublers adjacent to the lower aft side of the RH second cabin window for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section, PART I of Raytheon Mandatory SB No. 2691, Rev. 1, Issued: June, 1996, Revised: October 1996.

(1) If cracks are found in the RH lower longeron, prior to further flight, repair and reinforce the cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section, PART II in Raytheon Mandatory SB No. 2691, Rev. 1, Issued: June, 1996, Revised: October 1996.

(2) If no cracks are found in the RH lower longeron, prior to further flight, reinforce the longeron in accordance with the ACCOMPLISHMENT INSTRUCTIONS section, PART III in Raytheon Mandatory SB No. 2691, Rev. 1, Issued: June, 1996, Revised: October 1996.

(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 time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 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 Aircraft Certification Office.

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

(e) The inspections, installations, repairs, and reinforcements required by this AD shall be done in accordance with Beechcraft Service Bulletin No. 2630, Issued: November, 1995, and Raytheon Aircraft Mandatory Service Bulletin No. 2691, Rev. 1, Issued: June, 1996; Revised: October, 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 Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201–0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief 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.

(f) This amendment (39–10005) becomes effective on June 30, 1997.

Issued in Kansas City, Missouri, on April 30, 1997.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–11895 Filed 5–6–97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 93–CE–45–AD; Amendment 39–10016; AD 97–07–10 R1]

RIN 2120–AA64

Airworthiness Directives; de Havilland DHC–6 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document clarifies information in an existing airworthiness directive (AD) that applies to de Havilland DHC–6 series airplanes that do not have a certain wing strut modification (Modification 6/1581) incorporated. That AD currently requires inspecting the wing struts for cracks or damage (chafing, etc.), replacing wing struts that are found damaged beyond certain limits or are found cracked, and incorporating Modification No. 6/1581 to prevent future chafing damage. The actions specified in that AD are intended to prevent failure of the wing struts, which could result in loss of control of the airplane. This document clarifies the requirements of the current AD by eliminating all reference to repetitive inspections. The AD results from several reports of wing strut damage caused by the upper fairing rubbing against the wing strut.

DATES: Effective May 23, 1997.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of May 23, 1997 (62 FR 15373).

FOR FURTHER INFORMATION CONTACT: Jon Hjelm, Aerospace Engineer, FAA, New