

or corrosion damage, which could result in the elevator and/or rudder separating from the airplane with consequent loss of airplane control, accomplish the following:

(a) Within the next 100 hours time-in-service after the effective date of this AD, inspect the elevator and rudder attachment brackets for cracks and/or corrosion in accordance with Pilatus Service Bulletin No. 55-002, dated November 7, 1997.

(b) If cracked or corrosion-damaged parts are found during the inspection required by paragraph (a) of this AD, prior to further flight, repair or replace any cracked or corrosion-damaged parts, as specified in and in accordance with Pilatus Service Bulletin No. 55-002, dated November 7, 1997.

(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, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

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

(e) Questions or technical information related to Pilatus Service Bulletin No. 55-002, dated November 7, 1997, should be directed to Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 6509; facsimile: +41 41 610 3351. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(f) The inspection, repair, and replacement required by this AD shall be done in accordance with Pilatus Service Bulletin No. 55-002, dated November 7, 1997. 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 Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland. 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 becomes effective on May 31, 1998.

Issued in Kansas City, Missouri, on April 8, 1998.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-10058 Filed 4-16-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-74-AD; Amendment 39-10469; AD 98-08-20]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal Aerospace Bendix/King Model KSA 470 Autopilot Servo Actuators, Part Numbers 065-0076-10 Through 065-0076-15

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain AlliedSignal Aerospace Bendix/King Model KSA 470 autopilot servo actuators, part numbers 065-0076-10 through 065-0076-15, that are installed on aircraft. This AD requires replacing the autopilot servo actuator with a modified actuator. This is the result of two reports of the affected autopilot servo actuators containing loose roll pins within the servo housing. Loose roll pins could fall out, become lodged in the output shaft clutch mechanism, and prevent this mechanism from disengaging. The actions specified by this AD are intended to prevent such an occurrence, which could result in increased effort by the pilot to control the aircraft and possible loss of control of the affected flight control axis.

EFFECTIVE DATE: June 2, 1998.

ADDRESSES: Service information identified in this AD may be obtained from AlliedSignal Aerospace, Commercial Avionics Systems, 400 N. Rogers Road, Olathe, Kansas 66062-1212. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-74 AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. Joel Ligon, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4138; 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 certain AlliedSignal Aerospace

Bendix/King Model KSA 470 autopilot servo actuators, part numbers 065-0076-10 through 065-0076-15, that are installed on aircraft was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on December 19, 1997 (62 FR 66565). The NPRM proposed to require replacing the autopilot servo actuator with a modified actuator. Accomplishment of the proposed action as specified in the NPRM would be in accordance with Bendix/King Service Bulletin No. SB KSA 470-3, dated May 1997.

The NPRM was the result of two reports of the affected autopilot servo actuators containing loose roll pins within the servo housing. Loose roll pins could fall out, become lodged in the output shaft clutch mechanism, and prevent this mechanism from disengaging.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the one comment received. No comments were received on the FAA's determination of the cost to the public.

Comment Disposition

The commenter states that the reference to the Raytheon 350 series aircraft in the proposal is incorrect. The commenter explains that the Raytheon 350 series is actually a Raytheon 300 series aircraft. The commenter requests that the FAA reference these aircraft accordingly.

The FAA concurs that these aircraft should be referenced as Raytheon 300 series instead of Raytheon 350 series. Since the Raytheon 300 series is already referenced in the AD, the FAA will remove all reference to the Raytheon 350 series in the final rule.

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 the change referenced above and minor editorial corrections. The FAA has determined that this change and the 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 500 of the affected servo actuators could be installed on aircraft in the U.S. registry. This replacement will take approximately 2 workhours per aircraft to accomplish, at an average labor rate

of approximately \$60 an hour. Servo actuators with Mod 3 incorporated cost \$2,350. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$1,235,000, or \$2,470 per aircraft. These figures are based on the presumption that no owner/operator of the affected aircraft has accomplished this replacement.

AlliedSignal has informed the FAA that costs of the required labor and modification of the servo actuators on affected aircraft may be recovered under an AlliedSignal conditional warranty program. Information regarding warranty claims associated with this action can be obtained directly from AlliedSignal at the address included in the ADDRESSES section of this AD.

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, 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:

98-08-20 AlliedSignal Aerospace:

Amendment 39-10469; Docket No. 97-CE-74-AD.

Applicability: Bendix/King Model KSA 470 Autopilot Servo Actuators; part numbers 065-0076-10 through 065-0076-15; serial numbers 0001 through 3081; that are installed on, but not limited to, the following aircraft, certificated in any category:

Note 1: This subject is addressed in AlliedSignal Bendix/King Service Bulletin No. SB KSA 470-3, dated May 1997. This service bulletin references serial number 3082. Regardless of this reference, serial number 3082 is not affected by this AD.

Aircraft	FD/AP system	KSA 470 part No.	Location
Raytheon 400 Series	KFC 400	065-0076-11 065-0076-15	Yaw Axis. Roll Axis.
Raytheon 200 Series	KFC 400	065-0076-11	Yaw Axis.
Raytheon 300 Series	KFC 400	065-0076-15	Yaw Axis.
Dassault Falcon 20	KFC 400	065-0076-15 065-0076-15	Pitch Axis. Roll Axis.
Fairchild C26A/C26B	KFC400	065-0076-11	Yaw Axis.
Fairchild SA227-AC/AT/BC/CC/DC	KFC400	065-0076-15	Roll Axis.
Learjet 31A	KFC 3100	065-0076-12 065-0076-14 065-0076-15	Pitch Axis. Yaw Axis. Roll Axis.
Lockheed S-2 Tracker	KFC 325	065-0076-10	Special.
Piper 400LS and PA-42-1000	KFC 400	065-0076-15	Yaw Axis.

Note 2: This AD applies to each airplane identified in the preceding applicability provision that has one of the affected actuators installed, 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 the servo actuator roll pins from becoming loose; falling out; becoming

lodged in the output shaft clutch mechanism; and preventing this mechanism from disengaging, which could result in increased effort by the pilot to control the aircraft and possible loss of control of the affected flight control axis, accomplish the following:

(a) Replace the autopilot servo actuator with an actuator that incorporates Mod 3 in accordance with the applicable maintenance manual. This modification changes the size of the servo actuator roll pin holes to assure that the pins do not become loose and fall out.

(b) As of the effective date of this AD, no person may install, on aircraft, one of the affected servo actuators that does not incorporate Mod 3.

(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, 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.

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to AlliedSignal Aerospace, Technical Publications, Department 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170; or may examine these documents at the FAA, Central Region, Office

of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment becomes effective on June 2, 1998.

Issued in Kansas City, Missouri, on April 8, 1998.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-10053 Filed 4-16-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-CE-71-AD; Amendment 39-10470; AD 98-08-21]

RIN 2120-AA64

Airworthiness Directives; SOCATA-Groupe AEROSPATIALE Models TB10 and TB200 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain SOCATA-Groupe AEROSPATIALE (Socata) Models TB10 and TB200 airplanes. This AD requires inspecting the wing rear attachment fittings for cracks, replacing any cracked fitting, and incorporating wing rear attachment fitting reinforcement kits. This AD is the result of mandatory continued airworthiness information (MCAI) issued by the airworthiness authority for France. The actions specified by this AD are intended to prevent structural failure of the wing rear attachment fittings caused by cracks in this area, which could result in the wing separating from the airplane if the airplane is operated with cracked wing rear attachment fittings over an extended period of time.

DATES: Effective June 3, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 3, 1998.

ADDRESSES: Service information that applies to this AD may be obtained from the SOCATA-Groupe AEROSPATIALE, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; telephone: 62.41.74.26; facsimile: 62.41.74.32; or the Product Support Manager, SOCATA Aircraft-Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone: (954) 893-1160; facsimile:

(954) 964-4141. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 95-CE-71-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: Mr. Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut Street, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; 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 certain Socata Models TB10 and TB200 airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on December 16, 1997 (62 FR 65768). The NPRM proposed to require inspecting the wing rear attachment fittings for cracks, replacing any cracked fitting, and incorporating wing rear attachment fitting reinforcement kits. Accomplishment of the proposed action as specified in the NPRM would be in accordance with Socata Service Bulletin No. SB 10-082-57, Amdt. 1, dated April 1996. Accomplishment of the proposed reinforcement kits would be in accordance with the technical instructions included with each kit.

The NPRM was the result of mandatory continued airworthiness information (MCAI) issued by the airworthiness authority for France.

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

Comment No. 1: Allow for Repetitive Inspections Instead of Mandatory Replacement

The commenter suggests that the proposal incorporate Socata Service Bulletin SB 10-082-57, Amendment 1, as written. This service bulletin allows for repetitive inspections of the wing rear attachment fitting rather than replacement.

The FAA does not concur. The FAA's policy is to provide corrective action, when available, that will eliminate the need for repetitive inspections. The FAA has determined that long-term operational safety will be better assured

by design changes that remove the source of the problem, rather than by repetitive inspections or other special procedures. Therefore, since a design change exists for the wing rear attachment fittings that eliminates the need for repetitive inspections, no changes to the final rule are necessary as a result of this comment.

Comment No. 2: The FAA Has Exaggerated the Severity of the Unsafe Condition

The commenter believes the FAA has exaggerated the severity of the unsafe condition with the statement “* * * which could result in a wing separating from the airplane with consequent loss of control of the airplane.” The commenter states that the Models TB10 and TB200 airplanes, even without the wing rear attachment fittings, resist the ultimate flight loads throughout the flight envelope, and that the wing rear attachment fittings on these airplanes resist the ultimate landing loads up to a weight of 1,092 kilograms.

The FAA partially concurs. The FAA infers that the commenter does not believe that the wing rear attachment fittings are considered primary structure since the commenter states that the design of the airplane is such that this area resists ultimate flight and landing loads. In this area, the FAA does not concur, and has determined that the wing rear attachment fittings are ultimate flight and landing load bearing areas and considers the wing rear attachment fittings primary structure.

The FAA does concur that the statement of the wing separating from the airplane with consequent loss of control of the airplane could be considered extreme. Wing separation would only occur after continued operation over a long period of time. The FAA will change the above statement that the commenter believes is exaggerated to read: “* * * which could result in the wing separating from the airplane if the airplane is operated with cracked wing rear attachment fittings over an extended period of time.”

Comment No. 3: Incorrect Formula for Converting Hours Time-in-Service Into Landings

The commenter states that the AD contains the wrong formula for converting hours time-in-service (TIS) into landings for the conditions of the proposed AD. The commenter states that hours TIS should be multiplied by 1.5 to obtain the number of landings, instead of divided by 1.5 (multiplied by .67).