

reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

### Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would supersede AD 90-19-06 to require replacement of the MLG actuator fitting bolts with new, improved bolts. This proposed AD also would revise the applicability of the existing AD. The actions would be required to be accomplished in accordance with the service bulletin described previously.

### Cost Impact

There are approximately 79 airplanes of U.S. registry that would be affected by this proposed AD.

The new replacement that is proposed in this AD action would take approximately 12 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$250 per airplane. Based on these figures, the cost impact of the proposed replacement of this AD on U.S. operators is estimated to be \$76,630, or \$970 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the current or proposed 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 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 proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 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.

### 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 removing amendment 39-6727 (55 FR 37457, September 12, 1990), and by adding a new airworthiness directive (AD), to read as follows:

**Aerospatiale:** Docket 98-NM-175-AD.

Supersedes AD 90-19-06, Amendment 39-6727.

**Applicability:** Model ATR42-200, -300 -320, and -500 series airplanes; except for airplanes on which either Aerospatiale Modification 4052 or Avions de Transport Regional Service Bulletin ATR42-53-0097, dated November 7, 1997, or Revision 1, dated January 20, 1997, has been accomplished; 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 prevent failure of the main landing gear (MLG) actuator fitting bolts, which could result in the inability to retract the MLG and attain an adequate climb gradient, accomplish the following:

(a) Within 7 months after the effective date of this AD, replace the MLG actuator fitting bolts with new, improved bolts in accordance with Avions de Transport Regional Service

Bulletin ATR42-53-0112, dated January 20, 1998.

(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, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. 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.

**Note 3:** The subject of this AD is addressed in French airworthiness directive 97-115-070(B)R1, dated February 11, 1998.

Issued in Renton, Washington, on August 6, 1998.

**Darrell M. Pederson,**

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

[FR Doc. 98-21657 Filed 8-12-98; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-CE-153-AD]

RIN 2120-AA64

### Airworthiness Directives; Raytheon Aircraft Company Models 1900, 1900C, and 1900D 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 Company (Raytheon) Models 1900, 1900C, and 1900D airplanes. The proposed action would require modifying the emergency exit doors and installing interior and exterior placards on each of the emergency exit doors. Difficulty in opening the emergency exit doors prompted the proposed action. The actions specified by the proposed AD are intended to prevent passengers and crew from not being able to open the emergency exit doors during an airplane emergency, which could result in passenger and crew injuries.

**DATES:** Comments must be received on or before October 12, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-153-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 Raytheon Aircraft Company, 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. Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4124; 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. 97-CE-153-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 Regional Counsel, Attention: Rules Docket No. 97-CE-153-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

**Discussion**

The FAA has received reports that the emergency exit doors on the Raytheon 1900, 1900C and 1900D series airplanes are difficult for passengers and crew to open during an emergency situation. Further investigation revealed that the placards placed on the emergency exit doors may also be difficult for passengers and crew to read and understand in an instance when it is imperative to exit the airplane quickly.

**Relevant Service Information**

Raytheon has issued Mandatory Service Bulletin No. 2740, Revision 1, Issued: April, 1997; Revised: June, 1997, which specifies procedures for modifying the door handle and lock mechanism. This modification would include removing and replacing the emergency exit door mechanism pushrods, trimming the existing turnbuckle clevises, and re-rigging the emergency doors. The service bulletin also specifies procedures for installing new placards on the emergency exit doors that have revised wording for better instruction on opening the exit in an emergency. This wording is easier to read and understand.

**The FAA's Determination**

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to help prevent passengers and crew from not being able to open the emergency exit doors during an airplane emergency, which could result in passenger and crew injuries.

**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 Models 1900, 1900C, and 1900D airplanes of the same type design, the proposed AD would require modifying the emergency exit doors and installing placards on the emergency exit doors within the clear view of the passengers and crew. Accomplishment of the modification and installation would be required in accordance with Raytheon Aircraft Mandatory Service Bulletin No. 2740, Revision 1, Issued: April, 1997; Revised: June, 1997.

**Cost Impact**

The FAA estimates that 527 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 12 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$1,200 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,011,840, or \$1,920 per airplane.

The manufacturer has informed the FAA that 94 of the affected airplanes are already in compliance with the proposed action. Therefore, the estimated total cost impact would be reduced by approximately \$180,480 from \$1,011,840 to \$831,360.

**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:

**Raytheon Aircraft Company:** Docket No. 97-CE-153-AD.

**Applicability:** The following model and serial number airplanes, certificated in any category:

Model	Serial Nos.
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-271.

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

To help prevent passengers and crew from not being able to open the emergency exit doors during an airplane emergency, which could result in passenger and crew injuries, accomplish the following:

(a) Modify the airplane emergency exit doors by removing and replacing door mechanism pushrods, trimming the existing turnbuckle clevises, and re-rigging the emergency exit doors in accordance with PART I of the Accomplishment Instructions section in Raytheon Aircraft (Raytheon) Mandatory Service Bulletin (MSB) No. 2740, Revision 1, Issued: April, 1997; Revised: June, 1997.

(b) Install placards on the interior and exterior of the emergency exit doors in accordance with PART II and PART III of the Accomplishment Instructions section in Raytheon MSB No. 2740, Revision 1, Issued: April, 1997; Revised: June, 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, 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.

(e) 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 Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on August 6, 1998.

**Michael Gallagher,**

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

[FR Doc. 98-21650 Filed 8-12-98; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-305-AD]

RIN 2120-AA64

### Airworthiness Directives; Raytheon Model BAe.125, DH.125, BH.125, and HS.125 Series Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes to revise an existing airworthiness directive (AD), applicable to certain Raytheon Model BAe.125, DH.125, BH.125, and HS.125 series airplanes, that currently requires inspection of the elevator mass balance side plate assembly and spigot for corrosion, and repair, if necessary; application of corrosion protection treatment; and installation of corrosion resistant Monel rivets in the elevator balance weight structure. That AD was prompted by reports of corrosion on the elevator mass balance side plate assembly and the balance weight spigot. The actions specified by that AD are intended to prevent such corrosion damage, which could lead to displacement of the side plate and consequent control surface interference and jamming of flight controls. This action would limit the applicability of the existing AD.

**DATES:** Comments must be received by September 28, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 97-NM-305-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

#### FOR FURTHER INFORMATION CONTACT:

Mark Quam, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2145; fax (425) 227-1149.

#### 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 shall 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 summarizing 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 Number 97-NM-305-AD." The postcard will be date stamped and returned to the commenter.