

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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, 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 83-102-053(B)R2, dated March 2, 1994.

(l) This amendment becomes effective on November 5, 1998.

Issued in Renton, Washington, on September 22, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-25953 Filed 9-30-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-39-AD; Amendment 39-10807; AD 98-20-39]

RIN 2120-AA64

Airworthiness Directives; Mitsubishi Heavy Industries, Ltd. MU-2B Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Mitsubishi Heavy Industries, Ltd. (Mitsubishi) MU-2B series airplanes. This AD requires inspecting each forward attachment fitting bolt of the wing tip tanks for the correct bolt and replacing any incorrect bolt. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Japan. The actions specified by this AD are intended to prevent the wing tip tank from separating from the airplane because of an incorrect bolt corroding, which could result in loss of control of the airplane.

DATES: Effective November 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 20, 1998.

ADDRESSES: Mitsubishi MU-2 Service Bulletin (SB) No. 225, dated September 29, 1995, may be obtained from

Mitsubishi Heavy Industries, Ltd., Nagoya Aerospace Systems Works, 10, OYE-CHO, MINATO-KU, Nagoya, Japan; telephone: NAGOYA (611) 2141; facsimile: 4464561HISI. Mitsubishi MU-2 SB No. 089/57-002A, dated November 5, 1996, may be obtained from the Raytheon Aircraft Company, 9709 East Central, Wichita, Kansas 67201, Attention: Manager, Publications. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-39-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. William Roberts, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627-5228; facsimile: (562) 627-5210.

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 Mitsubishi MU-2B series airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on July 21, 1998 (63 FR 39051). The NPRM proposed to require inspecting each forward attachment fitting bolt of the wing tip tanks to determine whether any bolt incorporating P/N 017A-12887, P/N 017A-12887-3, P/N 017A-12887A-5, or 017A-12887-7 is installed, and replacing any bolt not incorporating one of these part numbers, with a P/N 017A-12887A-5 or P/N 017A-12887-7 bolt. The bolts that apply to each model and serial number airplanes are specified in the service bulletins referenced below. The P/N 017A-12887A-5 and P/N 017A-12887-7 bolts are of similar design to the P/N 017A-12887 and P/N 017A-12887-3 bolts, and are identified with the black painted letters "SPL". The NPRM also proposed to require identifying any P/N 017A-12887 or P/N 017A-12887-3 bolt with the letters "SPL". Accomplishment of the proposed actions as specified in the NPRM would be in accordance with Mitsubishi MU-2 Service Bulletin (SB) No. 225, dated September 29, 1995, and Mitsubishi MU-2 SB No. 089/57-002A, dated November 5, 1996.

The NPRM was the result of mandatory continuing airworthiness

information (MCAI) issued by the airworthiness authority for Japan.

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.

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 252 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per airplane to accomplish the inspection, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the inspection on U.S. operators is estimated to be \$15,120, or \$60 per airplane.

Any replacements that will be required by this AD will take approximately 4 workhours per airplane with each bolt costing \$350 (up to 4 to 5 bolts per airplane depending on the configuration).

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:

98-20-39 Mitsubishi Heavy Industries, Ltd.: Amendment 39-10807; Docket No. 98-CE-39-AD.

Applicability: The following airplane model and serial number airplanes:

Models	Serial numbers
Type Certificate No. A2PC	
MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, and MU-2B-26	008 through 312, 314 through 320, and 322 through 347.
MU-2B-30, MU-2B-35, and MU-2B-36	501 through 651, 653 through 660, and 662 through 696.
Type Certificate No. A10SW	
MU-2B-25, MU-2B-26, MU-2B-26A, and MU-2B-40	313SA, 321SA, 348SA and through 459SA.
MU-2B-35, MU-2B-36A, and MU-2B-60	652SA, 661SA, and 697SA through 1569SA.

Note 1: Mitsubishi Heavy Industries, Ltd. holds both Type Certificate No. A2PC and Type Certificate No. A10SW for the affected airplanes. Raytheon manufactures, in the United States, the airplanes affected by Type Certificate No. A10SW under a licensing agreement with Mitsubishi Heavy Industries, Ltd.

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 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 in the body of this AD, unless already accomplished.

To prevent the wing tip tank from separating from the airplane because of an incorrect bolt corroding, which could result in loss of control of the airplane, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, inspect each forward attachment fitting bolt (up to 4 to 5 bolts per airplane depending on the configuration) of the wing tip tanks to determine whether any bolt not incorporating part number (P/N) 017A-12887, P/N 017A-12887-3, P/N 017A-12887A-5, or P/N 017A-12887-7, is installed. The bolts that apply to each model and serial number airplanes are specified in the service bulletins referenced below. Accomplish this inspection in accordance with whichever of the following is applicable:

(1) Mitsubishi MU-2 Service Bulletin No. 225, dated September 29, 1995, for airplanes affected by Type Certificate No. A2PC; or

(2) Mitsubishi MU-2 Service Bulletin No. 089/57-002A, dated November 5, 1996, for airplanes affected by Type Certificate No. A10SW.

(b) If any bolt not incorporating P/N 017A-12887, P/N 017A-12887-3, P/N 017A-12887A-5, or P/N 017A-12887-7, is installed, prior to further flight, replace it with a P/N 017A-12887-5 or P/N 017A-12887-7 bolt as applicable and as specified in the service information. The P/N 017A-12887-5 and P/N 017A-12887-7 bolts are of similar design to the P/N 017A-12887 and P/N 017A-12887-3 bolts, and are identified with the black painted letters "SPL". Accomplish this action in accordance with one of the service bulletins listed in paragraphs (a)(1) and (a)(2) of this AD, as applicable.

(c) If any P/N 017A-12887 or P/N 017A-12887-3 bolt is installed, prior to further flight, identify the bolt with the letters "SPL". Accomplish this action in accordance with one of the service bulletins listed in paragraphs (a)(1) and (a)(2) of this AD, as applicable.

(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, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Blvd., Lakewood, California 90712. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of

compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(f) Questions or technical information related to Mitsubishi MU-2 Service Bulletin No. 225, dated September 29, 1995, should be directed to Mitsubishi Heavy Industries, Ltd., Nagoya Aerospace Systems Works, 10, OYE-CHO, MINATO-KU, Nagoya, Japan; telephone: NAGOYA (611) 2141, facsimile: 4464561HISI. Questions or technical information related to Mitsubishi MU-2 Service Bulletin No. 089/57-002A, dated November 5, 1996, should be directed to Raytheon Aircraft Company, 9709 East Central, Wichita, Kansas 67201, Attention: Manager, Publications. 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 64106.

(g) The inspection, replacements, and modification required by this AD shall be done in accordance with Mitsubishi MU-2 Service Bulletin No. 225, dated September 29, 1995, or Mitsubishi MU-2 Service Bulletin No. 089/57-002A, dated November 5, 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 Mitsubishi Heavy Industries, Ltd., Nagoya Aerospace Systems Works, 10, OYE-CHO, MINATO-KU, Nagoya, Japan or Raytheon Aircraft Company, 9709 East Central, Wichita, Kansas 67201. 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.

Note 4: The subject of this AD is addressed in Japanese AD KU-KI-158 TCD-4310-96, dated March 25, 1996.

(h) This amendment becomes effective on November 20, 1998.

Issued in Kansas City, Missouri, on September 22, 1998.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-25957 Filed 9-30-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-CE-23-AD; Amendment 39-10805; AD 96-12-03 R2]

RIN 2120-AA64

Airworthiness Directives; Aviat Aircraft, Inc. Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises Airworthiness Directive (AD) 96-12-03 R1, which applies to Aviat Aircraft, Inc. (Aviat) Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B airplanes that are equipped with aft lower fuselage wing attach fittings incorporating part number (P/N) 76090, P/N 2-2107-1, or P/N 1-210-102. AD 96-12-03 R1 currently requires repetitively inspecting the aft lower fuselage wing attach fitting on both wings for cracks, and modifying any cracked aft lower fuselage wing attach fitting. Modifying both aft lower fuselage wing attach fittings eliminates the repetitive inspection requirement of AD 96-12-03. Aviat started incorporating modified aft lower fuselage wing attach fittings on newly manufactured airplanes beginning with serial number 5337, instead of 5349 as referenced in the existing AD. This AD retains the repetitive inspection and possible modification requirements of AD 96-12-03 R1, and will change the applicability accordingly. The actions specified by this AD are intended to prevent possible in-flight separation of the wing from the airplane caused by a cracked fuselage wing attach fitting.

DATES: Effective November 20, 1998.

The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996; Revised: November 12, 1996; Revised: November 11, 1997, as listed in the regulations is approved by the Director of the Federal Register as of November 20, 1998.

The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996; Revised: November 12, 1996, as listed in the regulations, was

previously approved by the Director of the Federal Register as of October 3, 1997 (62 FR 44535, August 22, 1997).

The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996, as listed in the regulations, was previously approved by the Director of the Federal Register as of June 24, 1996 (61 FR 28730, June 6, 1996).

ADDRESSES: Service information that applies to this AD may be obtained from Aviat Aircraft, Inc., P.O. Box 1240, Afton, Wyoming 83110; telephone: (307) 886-3151; facsimile: (307) 886-9674. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 96-CE-23-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. Roger Caldwell, Aerospace Engineer, FAA, Denver Aircraft Certification Office, 26805 E. 68th Avenue, Room 214, Denver, Colorado 80249; telephone: (303) 342-1086; facsimile: (303) 342-1088.

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 Aviat Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B airplanes that are equipped with aft lower fuselage wing attach fittings incorporating P/N 76090, P/N 2-2107-1, or P/N 1-210-102, was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on June 5, 1998 (63 FR 30658). The NPRM proposed to revise AD 96-12-03 R1, which currently requires the following on Aviat Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B airplanes that are equipped with aft lower fuselage wing attach fittings incorporating P/N 76090, P/N 2-2107-1, or P/N 1-210-102:

- Repetitively inspecting the aft lower fuselage wing attach fitting on both wings for cracks; and
 - Modifying any cracked aft lower fuselage wing attach fitting.
- Modifying both aft lower fuselage wing attach fittings eliminates the repetitive inspection requirement of AD 96-12-03.

The NPRM also proposed to retain the repetitive inspection and possible modification requirements of AD 96-12-03 R1, and would change the applicability of the Model S-2B

airplanes from an ending serial number of 5348 to an ending serial number of 5336. Accomplishment of the proposed action as specified in the NPRM would be in accordance with Aviat Service Bulletin No. 25, dated April 3, 1996; Revised: November 12, 1996; Revised: November 11, 1997.

The NPRM was the result of Aviat reporting to the FAA that the ending serial number for the Model S-2B airplanes is incorrect.

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.

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 500 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 2 workhours per airplane to accomplish the initial inspection, and that the average labor rate is approximately \$60 an hour. Parts to accomplish the inspections cost approximately \$100 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$110,000. These figures do not take into account the cost of repetitive inspections. The FAA has no way of determining how many repetitive inspections each owner/operator may incur over the life of each airplane.

AD 96-12-03 R1 currently requires the same actions on the affected airplanes as this AD. The only difference between this AD and AD 96-12-03 R1 is a change in the ending serial number of the Model S-2B airplanes. Therefore, this AD has no additional cost impact over that already required by AD 96-12-03 R1.

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