Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–511 (32 FR 7248, May 16, 1967), and by adding a new airworthiness directive (AD), amendment 39–10069, to read as follows:

97–14–13 Gulfstream Aerospace Corporation (formerly Grumman): Amendment 39–10069. Docket 97–NM–19–AD. Supersedes AD 67–17–05, Amendment 39–511.

Applicability: All Model G–159 (G–I) airplanes, 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 (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 as indicated, unless accomplished previously.

To prevent excessive chafe wear of the engine mount tube and upper diagonal truss, which could lead to failure of the engine mount assembly and possible separation of the engine from the airplane, accomplish the following:

(a) For airplanes on which chafe guards, part number (P/N) 159WP10017–11, *have not been* installed on each upper diagonal truss prior to the effective date of this AD: Accomplish paragraphs (a)(1), (a)(2), and (a)(3) of this AD:

(1) *Restatement of Requirements of AD 67–17–05:* Within 100 hours time-in-service after May 16, 1967 (the effective date of AD 67–17–05, amendment 39–511), visually inspect to detect chafe wear of the lower half of the upper diagonal engine amount tubes having P/N 159W10172–11 (left engine) and P/N 159W10172–13 (right engine).

(i) If no chafe wear is detected: Repeat this inspection thereafter at intervals not to exceed 200 hours time-in-service until the requirements of paragraph (a)(2) are accomplished.

(ii) If any tube is found to have wear depth greater than 0.030 inch (as measured from the outer edge of the tube): Prior to further flight, replace the tube with a tube of the same part number or with an FAA-approved equivalent part. After replacement, repeat the inspection required by this paragraph at intervals not to exceed 200 hours time-in-service until the requirements of paragraph (a)(2) are accomplished.

(iii) If any tube is found to have wear depth of 0.030 inch deep or less, as measured from the outer edge of the tube: Prior to further flight, either repair the tube in accordance with an FAA-approved repair, or replace the tube with a part of the same part number or with an FAA-approved equivalent part. After repair or replacement, repeat the inspection required by this paragraph at intervals not to exceed 200 hours time-in-service until the requirements of paragraph (a)(2) are accomplished.

(2) *One-Time Inspection of Upper Diagonal Truss and Installation of Chafe Guards.* Within 600 hours time-in-service after the effective date of this AD, perform a one-time visual inspection to detect chafe wear of the left-hand and right-hand upper diagonal truss, P/N's 159W10172–5 (left-hand nacelle) and P/N 159W10172–7 (right-hand nacelle), in accordance with Grumman Gulfstream Service Change No. 180, dated October 17, 1966. Once this inspection is completed, the repetitive inspections required by paragraph (a)(1) of this AD may be terminated.

(i) If there is no evidence of chafe wear on the truss; or if there is evidence of chafe wear and the depth of wear is .030 inch or less (measured from the surface of the tube): Prior to further flight, install a chafe guard, P/N 159WP10017–11, on the truss.

(ii) If there is any evidence of chafe wear and the depth of wear exceeds .030 inch measured (from the surface of the tube): Prior to further flight, install a new upper diagonal truss and install a chafe guard, P/N 159WP10017–11, on the truss.

(3) *Continuing Inspections of Chafe Guards.* Within 2,500 hours time-in-service after installation of the chafe guards required by paragraph (a)(2) of this AD, perform an inspection of the undersurface of each chafe guard for evidence of chafe wear, in accordance with Grumman Gulfstream Service Change No. 180, dated October 17, 1966.

(i) If no chafe wear is detected: Repeat the inspection at intervals not to exceed 2,500 hours time-in-service.

(ii) If any chafe wear is detected: Prior to further flight, replace the chafe guard with a new or serviceable part. After replacement, repeat the inspection for chafe wear of the chafe guard thereafter at intervals not to exceed 2,500 hours time-in-service.

(b) For airplanes on which chafe guards, P/N 159WP10017–11, *have been* installed on each upper diagonal truss prior to the effective date of this AD: Within 2,500 hours time-in-service after the last inspection of the chafe guard required by paragraph (c) of AD 67–17–05, repeat that inspection to detect chafe wear of the chafe guards in accordance with Grumman Gulfstream Service Change No. 180, dated October 17, 1966.

(1) If no chafe wear is detected: Repeat the inspection thereafter at intervals not to exceed 2,500 hours time-in-service.

(2) If any chafe wear is detected: Prior to further flight, replace the chafe guard with a new or serviceable part. After replacement, repeat the inspection thereafter at intervals not to exceed 2,500 hour time-in-service.

(c) 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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

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

(d) Special flight permits may be issued in accordance with §§ 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) The actions shall be done in accordance with Grumman Gulfstream Service Change No. 180, dated October 17, 1966. 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 Gulfstream Aerospace Corporation, Technical Operations Department, P.O. Box 2206, M/S D–10, Savannah, Georgia 31402–2206. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2–160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on August 15, 1997.

Issued in Renton, Washington, on June 30, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–17560 Filed 7–10–97; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–CE–47–AD; Amendment 39–10074; AD 97–14–16]

RIN 2120–AA64

Airworthiness Directives: Raytheon Aircraft Company (Formerly Beech Aircraft Corporation) Model 1900 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all Raytheon Aircraft Company (Raytheon) 1900 series airplanes. This action requires repetitively inspecting the flap aft roller bearings and flap attachment brackets for indications of contact (wear), inspecting for elongation of the holes in the flap attachment brackets, and repairing or replacing any part showing wear. The actions specified by this AD

are intended to prevent interference between the flap and the aileron which could inhibit aileron movement and result in possible loss of control of the airplane.

DATES: Effective August 4, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 4, 1997.

Comments for inclusion in the Rules Docket must be received on or before September 4, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 97–CE–47–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Raytheon Aircraft Company, 9709 E. Central, 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 97–CE–47–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. Steve Potter, Aerospace Engineer, Wichita Aircraft Certification Office, Room 100, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209, telephone (316) 946–4128; facsimile (316) 946–4164.

SUPPLEMENTARY INFORMATION:

Discussion

The FAA has received three reports of Raytheon Aircraft Company (Raytheon) 1900 series airplanes entering into an uncommanded roll after setting the flaps at 35°. In each incident, the operator applied extreme force to the control wheel to counter the roll and landed.

Further investigation revealed that the outboard flaps detached from the flap aft roller bearings at the outboard flap inboard flap track. Detachment of the outboard flap from the roller bearing results in a flap asymmetric condition causing contact between the outboard flap and the aileron, consequently inhibiting aileron movement. In addition, as the flap aft roller bearing detaches from the outboard flap, the outer flange element of the roller bearing repositions on the bearing, resulting in contact between the outer flange element and the attachment bracket. This contact eventually wears through the attachment bracket allowing the outboard flap to detach from the aft roller bearing.

Relevant Service Information

Raytheon has issued Safety Communiqué No. 137, dated May, 1997, which specifies procedures for inspecting the flap attachment brackets for signs of wear, and inspecting the aft roller bearing attachment holes for elongation. If wear from contact is visible or the roller bearing attachment holes are elongated, the Safety Communiqué specifies repairing or replacing the part.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, including the relevant service information, the FAA has determined that AD action should be taken to preclude interference between the flap and the aileron, which could prevent aileron movement and result in possible loss of control of the airplane.

Explanation of the Provisions of the AD

Since an unsafe condition has been identified that is likely to exist or develop in other Raytheon 1900 series airplanes of the same type design, this AD requires repetitively inspecting the outboard flap attachment brackets and aft roller bearings for wear, inspecting for elongation of the holes in the flap attachment brackets, and repairing or replacing any part showing wear. The actions are to be done in accordance with the instructions in Raytheon Aircraft Safety Communiqué No. 137, dated May, 1997 and Temporary Revision No. 57–1 to Raytheon Aircraft Company Beech 1900 Airliner Series Structural Repair Manual, part number 114–590021–9B, dated May 16, 1997; Reissued June 30, 1992.

Justification of Compliance Time and Determination of the Effective Date of This AD

Wear of the flap aft roller bearings and flap attachment brackets and elongation of the flap attachment bracket holes occurs over time. Examination of the referenced incidents and all information available to the FAA indicates that this problem has the potential of becoming detectable at around 2,600 ground-air-ground (GAG) cycles. Numerous 1900 series airplanes are either currently over or closely approaching this 2,600 GAG cycle threshold. These airplanes are utilized primarily in commuter service. Operators of these airplanes average anywhere from 8 GAG cycles per day to 14 GAG cycles per day. Based on these averages, operators of 1900 series airplanes would reach the above thresholds between 185 days to 325 days after manufacture of the airplane, and thereafter every 185 to 325 days after each inspection.

For these reasons, the FAA has determined that the inspections required by this AD should occur ''Upon the accumulation of 2,600 GAG cycles or within the next 100 GAG cycles after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter at intervals not to exceed 2,600 GAG cycles.'' The 100 GAG cycles for the initial compliance time is utilized to allow a grace period for those airplanes already over the 2,600 GAG cycle time, so as not to inadvertently ground the affected airplanes.

Determination of the Effective Date of the AD

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this 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 will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments

submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket No. 97–CE–47–AD.'' The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a significant regulatory action under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

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:

97–14–16. Raytheon Aircraft Company: Amendment 39–10074; Docket No. 97–CE–47–AD.

Applicability: Model 1900, 1900C, and 1900D airplanes (all serial numbers), certificated in any category.

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 upon the accumulation of 2,600 ground-air-ground (GAG) cycles or within the next 100 GAG cycles after the effective date of this AD, whichever occurs later, unless already accomplished within the last 2,500 GAG cycles, and thereafter at intervals not to exceed 2,600 GAG cycles.

Note 2: The compliance time of this AD takes precedence over the compliance time set out in the Raytheon Safety Communique No. 137, dated May, 1997.

Note 3: If the owners/operators of the affected airplane have not kept track of GAG cycles, hours time-in-service (TIS) may be substituted by calculating 2 GAG cycles per hour TIS. For example, 2,600 GAG cycles would equal 1,300 hours TIS.

To prevent interference between the flap and the aileron, which could inhibit aileron movement and result in possible loss of control of the airplane, accomplish the following:

(a) Inspect the outboard flap attachment brackets and aft roller bearings on both wings for visible wear and elongation of the bracket holes in accordance with instructions 1 through 18 in Raytheon Aircraft (Raytheon) Safety Communiqué No. 137, dated May 1997.

(b) Prior to further flight, repair or replace any worn or damaged part in accordance with Temporary Revision No. 57–1 to the Raytheon Aircraft Beech 1900 Airliner Series Structural Repair Manual P/N 114–590021–9B, dated May 16,1997; Reissued June 30, 1992.

(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 initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, Room 100, 1801 Airport Road, 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita Aircraft Certification Office.

(e) The inspections and repairs required by this AD shall be done in accordance with Raytheon Aircraft Safety Communiqué No. 137, dated May, 1997 and Temporary Revision No. 57–1 to the Raytheon Aircraft Beech 1900 Airliner Series Structural Repair Manual P/N 114–590021–9B, dated May 16,1997; Reissued June 30, 1992. 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, 9709 E. Central, 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 (39–10074) becomes effective on August 4, 1997.

Issued in Kansas City, Missouri, on July 3, 1997.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–18064 Filed 7–10–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–CE–24–AD; Amendment 39–10058; AD 97–14–01]

RIN 2120–AA64

Airworthiness Directives; Pilatus Britten-Norman Ltd. BN–2A and BN–2A Mk 111 Series Airplanes; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 97–14–01, which was published in the **Federal Register** on July 2, 1997 (62 FR 35670), and is applicable to Pilatus Britten-Norman Ltd. (PBN) BN–2A and BN–2A Mk 111 series airplanes. This AD currently has an issue date and effective date of August 18, 1997. The AD currently requires inspecting the LH rudder bar assembly for wall thickness