

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

[Docket No. 97-CE-130-AD; Amendment 39-10471; AD 98-08-22]

RIN 2120-AA64

**Airworthiness Directives; Pilatus Aircraft Ltd. Model PC-7 Airplanes**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Pilatus Aircraft Ltd. (Pilatus) Model PC-7 airplanes. This AD requires inspecting the elevator and rudder attachment brackets for cracks and/or corrosion, and repairing or replacing any cracked or corrosion-damaged parts, as applicable. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland. The actions specified by this AD are intended to prevent failure of the elevator and rudder attachment brackets because of cracks or corrosion damage, which could result in the elevator and/or rudder separating from the airplane with consequent loss of airplane control.

**DATES:** Effective May 31, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 31, 1998.

**ADDRESSES:** Service information that applies to this AD may be obtained from Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 6509; facsimile: +41 41 610 3351. 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-130-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. Roman T. Gabrys, Aerospace Engineer, FAA, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6932; 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 Pilatus PC-7 airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on January 20, 1998 (63 FR 2911). The NPRM proposed to require inspecting the elevator and rudder attachment brackets for cracks and/or corrosion, and repairing or replacing any cracked or corrosion-damaged parts, as applicable. Accomplishment of the proposed action as specified in the NPRM would be in accordance with Pilatus Service Bulletin No. 55-002, dated November 7, 1997.

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

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 8 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 7 workhours per airplane to accomplish the inspection required by this AD, and that the average labor rate is approximately \$60 an hour. Inspection kits cost approximately \$106 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$4,208, or \$526 per airplane.

**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:

**98-08-22 Pilatus Aircraft Ltd.: Amendment 39-10471; Docket No. 97-CE-130-AD.**

**Applicability:** Model PC-7 airplanes, serial numbers MSN 001 through MSN 612, 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 as indicated in the body of this AD, unless already accomplished.

To prevent failure of the elevator and rudder attachment brackets because of cracks

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