

"Supplemental Structural Inspection Document" (SSID), Revision E, dated June 21, 1983; Within 12 months after November 1, 1984 (the effective date of AD 84-21-05, amendment 39-4920), incorporate a revision into the FAA-approved maintenance inspection program which provides no less than the required damage tolerance rating (DTR) for each Structural Significant Item (SSI) listed in that document. (The required DTR value for each SSI is listed in the document.) The revision to the maintenance program shall include and shall be implemented in accordance with the procedures in Sections 5.0 and 6.0 of the SSID. This revision shall be deleted following accomplishment of the requirements of paragraph (b) of this AD.

Note 2. For the purposes of this AD, an SSI is defined as a principal structural element that could fail and consequently reduce the structural integrity of the airplane.

(b) Within 12 months after the effective date of this AD, incorporate a revision into the FAA-approved maintenance inspection program that provides no less than the required DTR for each SSI listed in Boeing Document No. D6-48040-1, "Supplemental Structural Inspection Document" (SSID), Revision H, dated June 29, 1994 (hereinafter referred to as "Revision H"). (The required DTR value for each SSI is listed in the document.) The revision to the maintenance program shall include and shall be implemented in accordance with the procedures in Section 5.0, "Damage Tolerance Rating (DTR) System Application" and Section 6.0, "SSI Discrepancy Reporting" of Revision H. Upon incorporation of the revision required by this paragraph, the revision required by paragraph (a) of this AD may be deleted.

(c) Except as provided in paragraph (d) or (f) of this AD, as applicable, perform an inspection to detect cracks in all structure identified in Revision H at the time specified in paragraph (c)(1) or (c)(2) of this AD, as applicable.

(1) For Model 727-100C and 727-200F series airplanes: Inspect prior to the accumulation of 46,000 total flight cycles, or within 18 months after the effective date of this AD, whichever occurs later.

(2) For all airplanes, except for those airplanes identified in paragraph (c)(1) of this AD: Inspect prior to the accumulation of 55,000 total flight cycles, or within 18 months after the effective date of this AD, whichever occurs later.

Note 3. Once the initial inspection has been performed, operators are required to perform repetitive inspections at the intervals specified in Revision H in order to remain in compliance with their maintenance inspection programs, as revised in accordance with paragraph (b) of this AD.

(d) For airplanes on which the structure identified in Revision H is affected by any design change or repair that was accomplished prior to the effective date of this AD: Within 18 months after the effective date of this AD, revise the FAA-approved maintenance inspection program to include an inspection method for any new or affected SSI, and to include the compliance times for initial and repetitive accomplishment of this

inspection. For purposes of this section, an SSI is "affected" if it has been altered or repaired, or if the loads acting on the SSI have been increased or redistributed. Following accomplishment of the revision and within the compliance times established, perform an inspection to detect cracks in the structure affected by any design change or repair, in accordance with the new inspection method. The new inspection method and the compliance times shall be approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056, fax (206) 227-1181.

Note 4. Notwithstanding the provisions of paragraphs 5.1.17 and 5.1.18 of the General Instructions of Revision H, which would permit deletions of modified, altered, or repaired structure from the SIP, the inspection of SSI's that are modified, altered, or repaired shall be done in accordance with a method approved by the Manager, Seattle ACO.

Note 5. For the purposes of this AD, a design change is defined as any modification, alteration, or change to operating limitations.

(e) Cracked structure found during any inspection required by this AD shall be repaired, prior to further flight, in accordance with an FAA-approved method.

(f) For airplanes on which the structure identified in Revision H is affected by any design change or repair that is accomplished after the effective date of this AD: Within 12 months after that modification, alteration, or repair for any new or affected SSI, revise the FAA-approved maintenance inspection program to include an inspection method for any new or affected SSI, and to include the compliance times for initial and repetitive accomplishment of this inspection. For purposes of this section, an SSI is "affected" if it has been altered or repaired, or if the loads acting on the SSI have been increased or redistributed. Following accomplishment of the revision and within the compliance times established, perform an inspection to detect cracks in the structure affected by any design change or repair, in accordance with the new inspection method. The new inspection method and the compliance times shall be approved by the Manager, Seattle ACO.

Note 6. Notwithstanding the provisions of paragraphs 5.1.17 and 5.1.18 of the General Instructions of Revision H, which would permit deletions of modified, altered, or repaired structure from the SIP, the inspection of SSI's that are modified, altered, or repaired shall be done in accordance with a method approved by the Manager, Seattle ACO.

(g) Before any airplane that is subject to this AD and that has exceeded the applicable compliance times specified in paragraph (c) of this AD can be added to an air carrier's operations specifications, a program for the accomplishment of the inspections required by this AD must be established in accordance with paragraph (g)(1) or (g)(2) of this AD, as applicable.

(1) For airplanes that have been inspected in accordance with this AD, the inspection of

each SSI must be accomplished by the new operator in accordance with the previous operator's schedule and inspection method, or the new operator's schedule and inspection method, whichever would result in the earlier accomplishment date for that SSI inspection. The compliance time for accomplishment of this inspection must be measured from the last inspection accomplished by the previous operator. After each inspection has been performed once, each subsequent inspection must be performed in accordance with the new operator's schedule and inspection method.

(2) For airplanes that have not been inspected in accordance with this AD, the inspection of each SSI required by this AD must be accomplished either prior to adding the airplane to the air carrier's operations specification, or in accordance with a schedule and an inspection method approved by the Manager, Seattle ACO. After each inspection has been performed once, each subsequent inspection must be performed in accordance with the new operator's schedule.

(h)(1) 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, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 7. Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 84-21-05, amendment 39-4920, are *not* considered to be approved as alternative methods of compliance with this AD.

(i) 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.

Issued in Renton, Washington, on May 19, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-13962 Filed 5-28-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-11-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 (formerly referred to as Beech Models 1900, 1900C, and 1900D airplanes). The proposed AD would require fabricating and installing a placard that restricts the use of the forward and aft vent blower assemblies to only the "OFF" or "HIGH" position. The proposed AD would also require incorporating a modification that would replace the bearings on the vent blower assemblies with improved design bearings, and provide thermal protection for the vent blowers, as applicable. Incorporating the proposed modification would eliminate the need for the placard. The proposed AD is the result of vent blower assembly bearings seizing and locking the blower motor on several of the affected airplanes. The actions specified by the proposed AD are intended to prevent the vent blower assembly bearings from seizing, which could result in smoke emanating from the insulating material covering the electrical wiring and entering the airplane cabin.

DATES: Comments must be received on or before July 25, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-CE-11-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 the 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. Harvey Nero, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4137; 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-11-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 Assistant Chief Counsel, Attention: Rules Docket No. 97-CE-11-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received reports of vent blower assembly bearings seizing and locking the blower motor on several Raytheon Model 1900D airplanes. Power was not interrupted in each of these incidents, and high current continued to flow through the low speed resistors. This caused smoke to emanate from the insulating material covering the electrical wiring. This condition, if not corrected, could result in smoke emanating from the insulating material covering the electrical wiring and entering the airplane cabin.

The affected vent blower assemblies incorporate Raytheon (Beech) part number (P/N) 114-380028-1 or P/N 114-380028-3.

Relevant Service Information

Raytheon has issued Service Bulletin No. 2721, Issued: January, 1997, which specifies the incorporation of the following modification kits:

—Electromech Technologies Kit No. EM630-201-1 or EM630-201-2 (as appropriate for the blower serial number). When incorporated, these

kits would replace the bearings in the vent blower assemblies with improved design bearings, and provide thermal protection for the vent blowers on the P/N 114-380028-1 vent blower assembly. The procedures for incorporating these kits are included in the Update Procedures for the Electromech Technologies EM630 Blower (Raytheon P/N 114-380028-1 for Installation of Kit P/N's 630-201-1 and 630-201-2), dated December 9, 1996; and

—Advanced Industries Kit No. BC80A905. When incorporated, this kit would provide thermal protection for the vent blowers on the P/N 114-380028-3 vent blower assembly. The procedures for incorporating this kit are included in Advanced Industries, Inc. Installation Procedure for the Resistor Wiring Harness Kit on the BC80A-1 Blower, dated December 19, 1996.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, including the service information previously referenced, the FAA has determined that AD action should be taken to prevent other vent blower assembly bearings from seizing, which could result in smoke emanating from the insulating material covering the electrical wiring and entering the airplane cabin.

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 (formerly referred to as Beech Models 1900, 1900C, and 1900D airplanes) of the same type design that are equipped with either P/N 114-380028-1 vent blower assemblies or P/N 114-380028-3 vent blower assemblies, the FAA is proposing an AD. The proposed AD would require (1) fabricating and installing a placard that restricts the use of the vent blower assemblies; and (2) incorporating a modification that would replace the bearings in the vent blower assemblies with improved design bearings, and provide thermal protection for the vent blowers, as applicable. Incorporating the proposed modification would eliminate the need for the placard. Accomplishment of the proposed modifications would be required in accordance with the service information previously referenced.

Cost Impact

The FAA estimates that 500 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 7 workhours per airplane to accomplish the proposed modification, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$500 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$460,000. These figures are based on the presumption that no owner/operator of the affected airplanes has incorporated the proposed modification.

Raytheon has informed the FAA that approximately 700 kits have been shipped from the Raytheon Aircraft Authorized Service Center. This is enough to equip 350 of the affected airplanes (two vent blower assemblies per airplane). Presuming that each of the 350 sets of kits is incorporated on an affected airplane, this would reduce the cost impact of the proposed AD by \$322,000 from \$460,000 to \$138,000.

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 USC 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-11-AD.

Applicability: The following model and serial number airplanes, certificated in any category, that are equipped with either P/N 114-380028-1 vent blower assemblies or P/N 114-380028-3 vent blower assemblies:

Model	Serial numbers
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-244.

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 (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 vent blower assembly bearings from seizing, which could result in smoke emanating from the insulating material covering the electrical wiring and entering the airplane cabin, accomplish the following:

- (a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, accomplish the following:
 - (1) Fabricate a placard, using letters at least 1/8-inch in height, with the words: "Operate vent blowers in HIGH or OFF position only".
 - (2) Install this placard near the vent blower control switch within the pilot's clear view.
 - (3) This placard requirement may be terminated when the modifications required by paragraph (b) of this AD are incorporated.
- (b) Upon accumulating 2,000 total hours TIS or within the next 1,000 hours TIS after the effective date of this AD, whichever occurs later, incorporate one of the following kits, as applicable, in accordance with the referenced kit instructions, as specified in

Raytheon Service Bulletin No. 2721. Issued: January, 1997:

(1) For P/N 114-380028-1 vent blower assemblies: Electromech Technologies Kit No. EM630-201-1 or EM630-201-2 (as appropriate for the blower serial number), in accordance with the Update Procedures for the Electromech Technologies EM630 Blower (Raytheon P/N 114-380028-1 for Installation of Kit P/N's 630-201-1 and 630-201-2), dated December 9, 1996. These kits, when incorporated, replace the bearings on the vent blower assemblies with improved design bearings, and provide thermal protection for the vent blowers; or

(2) For P/N 114-380028-3: Advanced Industries Kit No. BC80A905 in accordance with Advanced Industries, Inc. Installation Procedure for the Resistor Wiring Harness Kit on the BC80A-1 Blower, dated December 19, 1996. This kit, when incorporated, provides thermal protection for the vent blowers.

(c) As of the effective date of this AD, no person may install P/N 114-380028-1 or P/N 114-380028-3 vent blower assemblies without first incorporating the appropriate kit(s), as referenced in paragraphs (b)(1) and (b)(2) of this AD.

(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, 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.

(f) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on May 21, 1997.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

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FEDERAL TRADE COMMISSION

16 CFR Part 456

Ophthalmic Practice Rules: Extension of Time for Filing Public Comments

AGENCY: Federal Trade Commission.