that may not include separating the terminal fitting from the spar chord to detect cracking and corrosion of all eight wing terminal-to-spar chord joints, in accordance with a method approved by the Manager, Seattle ACO. To be considered acceptable, the equivalent inspection(s) must include, at a minimum, the criteria specified in paragraphs (b)(2)(i), (b)(2)(ii), and (b)(2)(iii) of this AD.

(i) The inspection must include removal of all 64 bolts that join the eight wing terminals to the eight spar chords; and

(ii) The inspection must adequately detect cracking of the spar chord, and corrosion between the terminal fitting and the spar chord; and

(iii) The inspection must include a visual inspection to detect corrosion of the attachment bolts; and a high frequency eddy current, and boroscope inspection at 10 power magnification, of the bolt holes common to the spar chord-to-wing terminal interface.

(c) If any cracking and/or corrosion is detected during any of the inspections required by paragraphs (a) and (b) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, Seattle ACO.

(d) 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 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(e) 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 March 9, 1995.

Neil D. Schalekamp,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–6321 Filed 3–15–95; 8:45 am]

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14 CFR Part 39

[Docket No. 95–CE–13–AD]

Airworthiness Directives; Fairchild Aircraft SA226 and SA227 Series 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 Fairchild Aircraft SA226 and SA227 series airplanes that utilize a direct current (DC) generator. The proposed action would require relocating the left-hand (LH) and right-hand (RH) essential bus current limiters (225 amp) to the battery bus (main bus tie). A safety recommendation received by the Federal Aviation Administration (FAA) that details potential electrical failure problems on Fairchild SA226 and SA227 series airplanes prompted the proposed action. The actions specified by the proposed AD are intended to prevent failure of the LH or RH essential bus when engine failure results in a blown generator current limiter, which could result in loss of airplane electrical power.

DATES: Comments must be received on or before June 2, 1995.

ADDRESSES: Submit comments in triplicate to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–13–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 Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279–0490; telephone (210) 824–9421. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. George R. Hash, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150; telephone (817) 222–5134; facsimile (817) 222–5959.

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. 95–CE–13–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. 95–CE–13–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received a safety recommendation that details potential electrical failure problems on Fairchild SA226 and SA227 series airplanes. Flight simulation revealed that electrical power loss could occur on the affected airplanes because of failure of the LH essential bus. Switching delays between the left and right side electrical systems result in left generator motor action, which could then cause the left side current limiter to open. This would result in failure of the left essential bus, which will result in loss of alternating current (AC) power to the primary attitude indicator and the lighting for the standby attitude indicator.

Failure of either engine will result in the loss of the essential bus for that side if the motoring action of the generator causes the current limiter to open. This condition, if not detected and corrected, could result in loss of airplane electrical power including loss of attitude and landing gear power.

Fairchild has issued Service Bulletin (SB) 226–24–034, SB 227–24–015, and SB CC7–24–002, all Issued: September 29, 1994. These service bulletins reference a modification that relocates the RH and LH essential bus current limiters (225 amp) to the battery bus (main bus tie). Fairchild Aircraft Engineering Kit Drawing 27K82376, ''Current Limiter Rebussing Kit,'' contains the specific procedures for incorporating this modification on the affected airplanes.

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 prevent the situation described above from occurring.

Since an unsafe condition has been identified that is likely to exist or develop in other Fairchild Aircraft SA226 and SA227 series airplanes of the same type design that utilize a direct current (DC) generator, the proposed AD would require relocating the LH and RH essential bus current limiters (225 amp) to the battery bus (main bus tie). Accomplishment of the proposed modification would be in accordance with Fairchild Aircraft Engineering Kit Drawing 27K82376, ''Current Limiter Rebussing Kit,'' as referenced in Fairchild SB 226–24–034, SB 227–24–015, and SB CC7–24–002, all Issued: September 29, 1994.

The FAA estimates that 622 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 4 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately $60 an hour. Parts cost approximately $98 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $210,236 ($338 per airplane). This figure is based on the assumption that no affected airplane owner/operator has incorporated the proposed modification. Fairchild Aircraft has informed the FAA that parts have not been distributed to any owner/operator of the affected airplanes.

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new AD to read as follows:

Fairchild Aircraft: Docket No. 95–CE–13–AD.

Applicability: The following model and serial number airplanes that utilize a direct current (DC) generator, certificated in any category.

Models	Serial Nos.
SA226–T, SA226–AT, SA226–TC, and SA226–T(B).	All.
SA227–AC, SA227–AT, SA227–BC, and SA227–TT.	1 through 733.
SA227–CC and SA227–DC.	784, and 790 through 883.

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 use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any aircraft from the applicability of this AD.

Compliance: Required within the next 2,000 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent failure of the left hand (LH) and right hand (RH) essential bus when engine failure results in a blown generator current limiter, which could result in loss of airplane electrical power, accomplish the following:

(a) Relocate the LH and RH essential bus current limiters (225 amp) to the battery bus (main bus tie) in accordance with Fairchild Aircraft Engineering Kit Drawing 27K82376, ''Current Limiter Rebussing Kit,'' as referenced in the following service bulletins (SB):

SB	Date	Models affected
226–24–034	September 29, 1994	All affected SA226 models.
227–24–05	September 29, 1994	SA227–AD, SA227-AT, SA227–BC, and SA227-TT.
CC7–24–002	September 29, 1994	SA227–CC and SA227–DC.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Fort Worth Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

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

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279–0490; 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 March 10, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–6471 Filed 3–15–95; 8:45 am]

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