

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 Rebusing 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 Rebusing 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.*  
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