

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent failure of the engine mount beam caused by fatigue cracks, which could result in loss of the engine with consequent loss of the airplane, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, incorporate Cessna Kit SK414-19-1, and one of the following (as applicable) in accordance with the instructions to Service Kit SK414-19B, Revised: March 4, 1986:

(1) Cessna Kit SK414-19-2: All of the affected Models 402C and 414A airplanes that are equipped with propeller unfeathering accumulators;

(2) Cessna Kit SK414-19-3: Model 402C airplanes, serial numbers 402C0001 through 402C0468, that have Cessna Kit SK414-17 incorporated; and Model 414A airplanes, serial numbers 414A0001 through 414A0646, that have Cessna Kit SK414-17 incorporated;

(3) Cessna Kit SK414-19-4: Model 402C airplanes, serial numbers 402C0001 through 402C0468, that do not have Cessna Kit SK414-17 incorporated; and Model 414A airplanes, serial numbers 414A0001 through 414A0646, that do not have Cessna Kit SK414-17 incorporated;

(4) Cessna Kit SK414-19-5: Model 402C airplanes, serial numbers 402C0469 through 402C0808; and Model 414A airplanes, serial numbers 414A0647 through 414A1206.

(b) Within 9,600 hours TIS after the modification required by paragraph (a) of this AD, and thereafter at intervals not to exceed 9,600 hours TIS, inspect, using radiographic methods, the engine mount beams for cracks in accordance with the **ACCOMPLISHMENT INSTRUCTIONS** section of Attachment to Service Bulletin MEB85-2, Revision 1, dated August 23, 1985, as referenced in Cessna Service Bulletin MEB85-2, Revision 2, dated October 23, 1987.

(1) If any crack is found in the left side (vertical portion) of the left engine beam of either nacelle, prior to further flight, obtain a repair scheme from the manufacturer through the FAA, Wichita Aircraft Certification Office (ACO), at the address specified in paragraph (d) of this AD, and then incorporate this repair scheme.

(2) If cracks are found in the top (horizontal portion) of the engine beam and the total length of the cracks is less than 1.75 inches, prior to further flight, stop drill each end of each crack using a 0.098-inch drill bit.

(3) If cracks are found in the top (horizontal portion) of the engine beam and the total length of the cracks is equal to or greater than 1.75 inches, but less than 2.75 inches, prior to further flight, obtain a repair scheme from the manufacturer through the FAA, Wichita Aircraft Certification Office (ACO), at the address specified in paragraph (d) of this AD, and then incorporate this repair scheme.

(4) If cracks are found in the top (horizontal portion) of the engine beam and the total length of the cracks is equal to or greater than 2.75 inches, prior to further flight, replace the engine beam with a part number specified in the instructions to Service Kit SK414-19B, Revised: March 4, 1986.

(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, 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.

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; 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 July 16, 1997.

Carolanne L. Cabrini,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-19264 Filed 7-22-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-13-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 lubricating the main landing gear actuator rod ends and eventually replacing these rod ends with Teflon-lined rod ends. The proposed AD is the result of in-flight separations of the rod end that attaches the actuator to the arm of the main landing gear drag brace

assembly on two of the affected airplanes caused by excessive friction in the rod end bearing. The actions specified by the proposed AD are intended to prevent actuator rod end failure caused by excessive friction in the rod end bearing, which could result in the inability to lower the main landing gear or result in landing gear collapse during landing.

DATES: Comments must be received on or before September 26, 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-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 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. Steve Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4124; 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-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. 97-CE-13-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received reports of in-flight separations of the rod end that attaches the actuator to the arm of the main landing gear drag brace assembly on two Raytheon 1900 series airplanes. These separations occurred in the threaded shank end of the rod end. The dry film lubricant deteriorated in the rod end, which caused excessive friction in the rod end bearing. The airplanes involved in the referenced incidents were equipped with Raytheon part number (P/N) 114-380041-11 (Frisby P/N 30150) main landing gear actuators. This condition, if not corrected in a timely manner, could result in the inability to lower the main landing gear or result in landing gear collapse during landing.

Relevant Service Information

Raytheon has issued Mandatory Service Bulletin No. 2730, Issued: November, 1996, which includes procedures for replacing the rod ends of the P/N 114-380041-11 main landing gear actuators with Teflon-lined main landing gear actuator rod ends, P/N M81935/1-8K. When the P/N M81935/1-8K main landing gear actuator rod ends are installed, the P/N 114-380041-11 main landing gear actuator is re-identified as P/N 114-380041-13.

Raytheon Safety Communiqué 1900-28, dated October 25, 1996, includes procedures for lubricating the P/N 114-380041-11 main landing gear actuators for those airplanes without Teflon-lined main landing gear actuator rod ends installed.

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 actuator rod end failure caused by excessive friction in the rod end bearing, which could result in the inability to lower the main landing gear

or result in landing gear collapse during landing.

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 at least one P/N 114-380041-11 (or FAA-approved equivalent part number) main landing gear actuator, the FAA is proposing an AD. The proposed AD would require lubricating the actuator rod ends of the P/N 114-380041-11 (or FAA-approved equivalent part number) main landing gear actuators in accordance with Raytheon Safety Communiqué 1900-128, dated October 25, 1996. The proposed AD would also require eventually replacing the rod ends of the P/N 114-380041-11 (or FAA-approved equivalent part number) main landing gear actuators with Teflon-lined rod ends, P/N M81935/1-8K (or FAA-approved equivalent part number). Accomplishment of this proposed replacement would be in accordance with Raytheon Mandatory Service Bulletin No. 2730, Issued: November, 1996.

Raytheon Models 1900, 1900C, and 1900D airplanes could have main landing gear actuators installed that have Parts Manufacturer Approval (PMA). For those airplanes having PMA parts that are equivalent (PMA by equivalency) to those referenced in the proposed AD, the phrase "or FAA-approved equivalent part number" means that the proposed actions, if followed by a final rule, would also apply to airplanes with PMA by equivalency actuators installed.

Cost Impact

The FAA estimates that 507 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 4 workhours per airplane (2 workhours per actuator with 2 actuators per airplane) to accomplish the proposed modification, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$233 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$239,811. 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 609 actuator rod ends have been shipped from the Raytheon Aircraft Authorized Service Center. This

is enough to equip approximately 300 of the affected airplanes (two main landing gear actuators per airplane). Presuming that these actuator rod ends were incorporated on the affected airplanes (two per airplane), this would reduce the cost impact of the proposed AD by \$141,900 from \$239,811 to \$97,911.

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 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:

Raytheon Aircraft Company: Docket No. 97-CE-13-AD.

Applicability: The following model and serial number airplanes, certificated in any category, that are equipped with at least one

part number (P/N) 114-380041-11 (or FAA-approved equivalent part number) main landing gear actuator:

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-249 and UE-252.

Note 1: The airplanes affected by this AD could have main landing gear actuators installed that have Parts Manufacturer Approval (PMA). For those airplanes having PMA parts that are equivalent (PMA by equivalency) to those referenced in the proposed AD, the phrase "or FAA-approved equivalent part number" means that this AD applies to airplanes with PMA by equivalency main landing gear actuators installed.

Note 2: 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 actuator rod end failure caused by excessive friction in the rod end bearing, which could result in the inability to lower the main landing gear or result in landing gear collapse during landing, accomplish the following:

(a) Upon accumulating 1,200 hours time-in-service (TIS) on each P/N 114-380041-11 (or FAA-approved equivalent part number) main landing gear actuator or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, lubricate the actuator rod ends in accordance with Raytheon Safety Communication 1900-28, dated October 25, 1996.

(1) This lubrication is not needed on airplanes that have P/N M81935/1-8K (or FAA-approved equivalent part number) main landing gear actuator rod ends installed, as required by paragraph (b) of this AD.

(2) Installing the P/N M81935/1-8K (or FAA-approved equivalent part number) main landing gear actuator rod ends may be accomplished at any time prior to the next 600 hours TIS, at which time they must be installed (see paragraph (b) of this AD).

(b) Within the next 600 hours TIS after the effective date of this AD, install Teflon-lined main landing gear actuator rod ends, P/N M81935/1-8K (or FAA-approved equivalent part number), in accordance with the **ACCOMPLISHMENT INSTRUCTIONS** section of

Raytheon Mandatory Service Bulletin No. 2730, Issued: November, 1996.

(c) As of the effective date of this AD, no person may install a P/N 114-380041-11 (or FAA-approved equivalent part number) main landing gear actuator without replacing the rod ends with P/N M81935/1-8K (or FAA-approved equivalent part number). Installing these Teflon-lined rod ends re-identifies the main landing gear actuator as P/N 114-380041-13.

(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 3: 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 July 16, 1997.

Carolanne L. Cabrini,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-19263 Filed 7-22-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 922

[Docket No. 970404078-7078-01]

RIN 0648-AE41

Proposed Thunder Bay National Marine Sanctuary

AGENCY: Sanctuaries and Reserves Division (SRD), Office of Ocean and Coastal Resource Management (OCRM), National Ocean Service (NOS), National Oceanic and Atmospheric Administration (NOAA), Department of Commerce (DOC).

ACTION: Extension of comment period; notice of public hearings.

SUMMARY: The National Oceanic and Atmospheric Administration's Sanctuaries and Reserves Division (SRD) issued a proposed rule on June 23, 1997 (62 FR 33768) to designate an approximately 808 square-mile area of Great Lakes waters on Lake Huron, Michigan, over and surrounding Thunder Bay, and the submerged lands thereunder, off the northeastern coast of the State of Michigan as a National Marine Sanctuary. The public comment period on this proposal was to close on September 22, 1997. Representatives of a variety of interests in the communities adjoining the proposal area are forming a group to work with NOAA and the State of Michigan on completion of the sanctuary designation process. Those communities have requested additional time to review the proposal and to develop recommendations for NOAA and the State. Thus, this notice extends the comment period to October 31, 1997.

In compliance with section 304(a)(3) of the National Marine Sanctuaries Act (Pub. L. 104-283), NOAA will also conduct public hearings in Alcona, Alpena and Presque Isle Counties, Michigan, to receive the views of interested parties on the proposed designation and on the Draft Environmental Impact Statement/Management Plan (DEIS/MP) for the Proposed Thunder Bay National Marine Sanctuary. The views expressed at these hearings, as well as written comments received on the DEIS/MP, will be considered by NOAA and the State of Michigan in determining whether to proceed with preparation of the Final Environmental Impact Statement/Management Plan.

Copies of the DEIS/MP are available at the following regional distribution points, or upon request to the Sanctuaries and Reserves Division (SRD):

Presque Isle County Clerk's Office,
Presque Isle County Building, 151
East Huron, Rogers City, MI 49779,
(517) 734-3288

Alpena County Clerk's Office, Alpena
County Courthouse, 729 West
Chisholm Street, Alpena, MI 49707
Alcona County Clerk's Office, Alcona
County Building, 106 Fifth Street,
Harrisville, MI 48740

DATES: Comments on the DEIS/MP must be received by October 31, 1997. The public hearings will be held on the following dates, at the following locations: September 8, 1997, at 7:00 p.m. at the Court Room, Alcona County Building, 106 Fifth Street, Harrisville, MI; September 9, 1997, at 7:00 p.m. at the Granum Theater, Alpena