

Based on these figures, the cost impact of this action on U.S. operators is estimated to be \$171,454, or \$1,453 per airplane.

It would take approximately 41 work hours to accomplish the actions specified in Airbus Service Bulletin A320-24-1054, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$4,340 per airplane. Based on these figures, the cost impact of this action on U.S. operators is estimated to be \$802,400, or \$6,800 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

### 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 proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 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, 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 the following new airworthiness directive:

#### **Airbus Industrie: Docket 96-NM-103-AD.**

**Applicability:** Model A320 series airplanes on which Airbus Modification 22119 or 21999 has not been accomplished, certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (c) 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, unless accomplished previously.

To prevent the trickling of water into the avionics compartment, which could result in avionics computer and equipment malfunctions, accomplish the following:

(a) Except for airplanes on which the access door has been removed, sealed, or blocked in accordance with Airbus Service Information Letter 53-052, dated August 30, 1991; or in accordance with a method approved by the FAA: Within 18 months after the effective date of this AD, install a rubber strip, and replace the connection sheets and the seal retainer on the avionics compartment access door with new parts, in accordance with Airbus Service Bulletin A320-53-1070, Revision 6, dated July 18, 1995.

(b) Within 3 years after the effective date of this AD, install drip pans and additional drain gutters on the avionics racks in accordance with Service Bulletin A320-24-1054, Revision 2, dated September 22, 1993.

(c) 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, International Branch, ANM-116, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(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.

**Note 3:** The subject of this AD is addressed in French airworthiness directives 96-011-075(B), dated January 3, 1996, and 96-040-076(B), dated February 14, 1996.

Issued in Renton, Washington, on February 25, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-5480 Filed 3-3-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-CE-92-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Raytheon Aircraft Company 90, 100, 200, and 300 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 Raytheon Aircraft Company (Raytheon) 90, 100, 200, and 300 series airplanes (formerly known as Beech Aircraft Corporation 90, 100, 200, and 300 series airplanes). The proposed action would require: checking the airplane maintenance records from January 1, 1994, up to and including the effective date of the proposed AD, for any MIL-H-6000B fuel hose replacements on the affected airplanes; inspecting any replaced rubber fuel hose for a spiral or diagonal external wrap with a red stripe the length of the hose with 94519 printed along the stripe; and, replacing any MIL-H-6000B rubber fuel hose matching this description with an FAA-approved hose having a criss-cross or braided external wrap. This proposed AD is the result of a report of a product defect by the manufacturer that could cause fuel system blockage and engine stoppage. The actions specified by the proposed AD are intended to prevent fuel flow interruption, which if not corrected, could lead to uncommanded loss of engine power and loss of control of the airplane.

**DATES:** Comments must be received on or before May 1, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation

Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-92-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 Raytheon Aircraft Company, P. O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 625-7043. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Randy Griffith, Aerospace Engineer, Wichita Aircraft Certification Office, Room 100, 1801 Airport Rd., Wichita, Kansas 67209; telephone: (316) 946-4145; 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-92-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 Regional Counsel, Attention: Rules Docket No. 97-CE-92-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

**Discussion**

Buckeye Rubber Products, Inc. (Buckeye) discovered and notified the FAA and Raytheon that some of its MIL-H-6000B 1/2-inch to 3-inch rubber hoses were manufactured with defects. This type of hose is used in the fuel systems of certain Raytheon 90, 100, 200, and 300 series airplanes. Raytheon also notified the FAA that it installed some of these hoses in the fuel systems of Raytheon Models C90A and B200, and B300 series airplanes as original equipment manufactured from January 1, 1994, and beyond. For airplanes manufactured prior to January 1, 1994, this rubber hose may have been installed as a replacement hose.

Raytheon and Buckeye removed some of the hoses from the airplanes that have reported fuel system problems, and determined after testing that a particular batch of this rubber hose is susceptible to collapse when exposed to airplane fuel.

The tests performed on the rubber hose showed a weak butt joint bond and joint separation of an internal seam. Fuel flowing through this batch of hose separates the joints and causes delamination of the inner tube, collapse of the hose, and fuel flow obstruction.

These hoses are identified by a 3/8-inch-wide red or orange-red, length-wise stripe, with the manufacturer's code, 94519, printed periodically along the line in red letters on one side. The hoses have a spiral or diagonal outer wrap with a fabric-type texture on the rubber surface.

**Relevant Service Information**

Raytheon has issued Mandatory Service Bulletin No. 2718, Rev. 1, Issued January, 1997; Revised: June, 1997, which specifies procedures for replacing all MIL-H-6000B rubber fuel hoses on the affected airplanes that were manufactured from January 1, 1994, and after; inspecting the affected airplanes that were manufactured prior to January 1, 1994, for any MIL-H-6000B rubber fuel hoses that have been replaced; and, removing the MIL-H-6000B replacement hoses that have a spiral or diagonal exterior wrap and a red or red-orange stripe with the manufacturer code, 94519. The Raytheon service bulletin also specifies discarding any hose found with this description, and replacing the hose with a hose that has a criss-cross or braided type of external wrap for all affected airplanes.

**The FAA's Determination**

After examining the circumstances and reviewing all available information related to the incidents described above,

including the above service information, the FAA has determined that AD action should be taken to prevent fuel flow interruption, which if not corrected, could lead to uncommanded loss of engine power and loss of control of the airplane.

**Explanation of the Provisions of the Proposed AD**

Since an unsafe condition has been identified that is likely to exist or develop other Raytheon 90, 100, 200, and 300 series airplanes of the same type design, the proposed AD would require: replacing all of the MIL-H-6000B rubber fuel hose in the affected airplanes that were manufactured from January 1, 1994, and after, with an FAA-approved rubber fuel hose that has a criss-cross or braided pattern on the external wrap. For airplanes manufactured prior to January 1, 1994, the proposed AD would require checking the airplane maintenance records from January 1, 1994 up to and including the effective date of the proposed AD, for any MIL-H-6000B rubber fuel hose replacements; and, if a replacement has been made, checking the replacement hose for diagonal or spiral wrap that has a 3/8-inch-wide red or orange-red, length-wise stripe, with the manufacturer's code, 94519, printed periodically along the line in red letters on one side. In the case of the Raytheon Models C90A, B200, and B300 series airplanes with this fuel hose installed at the factory, the proposed AD would require replacing the fuel hoses with FAA-approved MIL-H-6000B fuel hoses that have a criss-cross or braided external wrap. Accomplishment of replacement would be in accordance with Raytheon Aircraft Mandatory Service Bulletin No. 2718, Rev. I, Issued: January, 1997, Revised: June, 1997.

**Cost Impact**

The FAA estimates that 4,868 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 1 workhour to per airplane to accomplish the proposed initial check, and that the average labor rate is approximately \$60 an hour. Parts and labor cost will be covered under the manufacturer's warranty program if the hose is returned to the manufacturer. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$292,080 or \$60 per airplane. Since an owner/operator who holds at least a private pilot's certificate as authorized by sections 43.7 and 43.9 of the Federal Aviation Regulations (14 CFR 43.7 and 43.9) can accomplish the

initial check of the airplane maintenance records, the only cost impact upon the public is the time it will take the affected airplane owners/operators of airplanes to check the records. The FAA has not taken into account the cost of replacing the hose, since the manufacturer is offering warranty credit for the hose replacement.

The cost impact figure discussed above is based on the assumption that no operator has yet accomplished any of the requirements of the proposed AD action, and that no operator will accomplish these actions in the future if this proposed AD were not adopted.

**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-92-AD.

*Applicability:* The following model and serial numbered airplanes, certificated in any category.

**Note 1:** The Models and serial numbers listed in this AD take precedence over those listed in Raytheon Aircraft Service Bulletin No. 2718, Rev. 1, Issued: January, 1997; Revised: June, 1997.

Models	Serial numbers
65-90 .....	LJ-1 through LJ-75, and LJ-77 through LJ-113.
65-A90 .....	LJ-76, LJ-114 through LJ-317, and LJ-178A.
B90 .....	LJ-318 through LJ-501.
C90 .....	LJ-502 through LJ-1062.
C90A .....	LJ-1063 through LJ-1287, LJ-1289 through LJ-1294, and LJ-1296 through LJ-1299.
C90B .....	LJ-1288, LJ-1295, and LJ-1300 through LJ-1445.
E90 .....	LW-1 through LW-347.
F90 .....	LA-2 through LA-236.
H90 .....	LL-1 through LL-61.
100 .....	B-2 through B-89, and B-93.
A100 .....	B-1, B-90 through B-92, B-94 through B-204, and B-206 through B-247.
A100-1 (RU-21J) .....	BB-3 through BB-5.
B100 .....	BE-1 through BE-137.
200 .....	BB-2, BB-6 through BB-185, BB-187 through BB-202, BB-204 through BB-269, BB-271 through BB-407, BB-409 through BB-468, BB-470 through BB-488, BB-490 through BB-509, BB-511 through BB-529, BB-531 through BB-550, BB-552 through BB-562, BB-564 through BB-572, BB-574 through BB-590, BB-592 through BB-608, BB-610 through BB-626, BB-628 through BB-646, BB-648 through BB-664, BB-735 through BB-792, BB-794 through BB-797, BB-799 through BB-822, BB-824 through BB-828, BB-830 through BB-853, BB-872, BB-873, BB-892, BB-893, and BB-912.
200C .....	BL-1 through BL-23, and BL-25 through BL-36.
200CT .....	BN-1.
200T .....	BT-1 through BT-22, and BT-28.
A200 .....	BC-1 through BC-75, and BD-1 through BD-30.
A200C .....	BJ-1 through BJ-66.
A200CT .....	BP-1, BP-7 through BP-11, BP-22, BP-24 through BP-63, FC-1 through FC-3, FE-1 through FE-36, and GR-1 through GR-19.
B200 .....	BB-829, BB-854 through BB-870, BB-874 through BB-891, BB-894, BB-896 through BB-911, BB-913 through BB-990, BB-992 through BB-1051, BB-1053 through BB-1092, BB-1094, BB-1095, BB-1099 through BB-1104, BB-1106 through BB-1116, BB-1118 through BB-1184, BB-1186 through BB-1263, BB-1265 through BB-1288, BB-1290 through BB-1300, BB-1302 through BB-1425, BB-1427 through BB-1447, BB-1449, BB-1450, BB-1452, BB-1453, BB-1455, BB-1456, and BB-1458 through BB-1536.
B200C .....	BL-37 through BL-57, BL-61 through BL-140, BU-1 through BU-10, BV-1 through BV-12, and BW-1 through BW-21.
B200CT .....	BN-2 through BN-4, BU-11, BU-12, FG-1, and FG-2.
B200T .....	BT-23 through BT-27, and BT-29 through BT-38.
300 .....	FA-1 through FA-230, and FF-1 through FF-19.
B300 .....	FL-1 through FL-141.
B300C .....	FM-1 through FM-9, and FN-1.

**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 (f) 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 within the next 200 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent fuel flow interruption, which if not corrected, would lead to uncommanded loss of engine power and loss of control of the airplane, accomplish the following:

(a) For airplanes manufactured prior to January 1, 1994, accomplish the following in accordance with Part II of the Accomplishment Instructions section in Raytheon Aircraft Mandatory Service Bulletin (SB) No. 2718, Rev. I, Issued: January, 1997; Revised: June, 1997:

(1) Check the airplane maintenance records for any MIL-H-6000B fuel hose replacement from January 1, 1994 up to and including the effective date of this AD.

(2) If the airplane records show that an MIL-H-6000B fuel hose has been replaced, prior to further flight, inspect the airplane fuel hoses for the 3/8-inch-wide red or orange-red, length-wise stripe, with the manufacturer's code, 94519, printed periodically along the line in red letters on one side.

The hoses have a spiral or diagonal outer wrap with a fabric-type texture on the rubber surface.

(3) Prior to further flight, replace any fuel hose that matches the description in paragraph (a)(2) of this AD with an FAA-approved MIL-H-6000B fuel hoses that have a criss-cross or braided external wrap.

(b) An owner/operator holding at least a private pilot certificate as authorized by § 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with § 43.9 of the Federal Aviation Regulations (14 CFR 43.9) can accomplish paragraph (a)(1) required by this AD.

(c) For Raytheon Model C90A and B200, and B300 series airplanes that were manufactured on January 1, 1994 and after, replace the MIL-H-6000B fuel hoses in accordance with Part I of the Accomplishment Instructions section of Raytheon SB No. 2718, Rev. 1, Issued: January 1997, Revised: June, 1997.

(d) As of the effective date of this AD, no person shall install a rubber fuel hose having spiral or diagonal external wrap with a 3/8-inch-wide red or orange-red, length-wise stripe running down the side of the hose, with the manufacturer's code, 94519, printed periodically along the line in red letters on any of the affected airplanes.

(e) Special flight permits may be issued in accordance with §§ 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.

(f) 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, Room 100, 1801 Airport Rd., 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 Aircraft Certification Office.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita Aircraft Certification Office.

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

Issued in Kansas City, Missouri, on February 26, 1998.

**Marvin R. Nuss,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-5594 Filed 3-3-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-153-AD]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A300-600 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Airbus Model A300-600 series airplanes. This proposal would require repetitive inspections to detect cracks in the angle fitting at frame 40 of the center wing box, and corrective actions, if necessary; and eventual modification of that angle fitting, which would terminate the repetitive inspections. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent cracks in the center

wing box angle fitting, which could result in the failure of the center wing box at frame 40, and consequent reduced structural integrity of the airplane.

**DATES:** Comments must be received by April 3, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 97-NM-153-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

#### 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 shall 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 summarizing 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