

area. For this reason, the FAA has determined that the crack limits contained in the NPRM should be eliminated and that AD action should be taken to require immediate incorporation of canted bulkhead Repair Kit No. 129-4005-1 S anytime a crack is found.

Raytheon has revised Service Bulletin SB 53-2564, Revision 2, Revised: July 2003, to remove flight with allowable crack limits.

What Are the Consequences if the Condition Is Not Corrected?

This condition, if not detected and corrected, could prevent the bulkhead from carrying its ultimate design load because of cracks in the canted bulkhead. Failure of the bulkhead could affect the rudder cable tension and result in loss of rudder control.

FAA's Determination and Requirements of This Proposed AD

What Has FAA Decided?

After examining the circumstances and reviewing all available information related to the incidents described above, we have determined that:

- The unsafe condition referenced in this document exists or could develop

on other Raytheon Model 1900, 1900C, 1900C (C-12J), and 1900D airplanes of the same type design that do not have canted bulkhead Repair Kit No. 129-4005-1 S incorporated airplanes:

- The NPRM should be changed to disallow airplane operation when known cracks exist in primary structure; and
- AD action should be taken in order to correct this unsafe condition.

The Supplemental NPRM

How Will the Changes to the NPRM Impact the Public?

Proposing that the NPRM disallow flight with cracks imposes an additional burden over that proposed in the earlier NPRM. Therefore, we are reopening the comment period to allow the public the chance to comment on these revised actions.

What Are the Provisions of the Supplemental NPRM?

The proposed AD would require you to:

- Repetitively inspect the canted bulkhead located at FS 588.10 for cracks; and
- Incorporate canted bulkhead Repair Kit No. 129-4005-1 S if any cracks

are found and as a terminating action for the repetitive inspection requirement. When Kit No. 129-4005-1 S is incorporated, no further action is required.

How Does the Revision to 14 CFR Part 39 Affect This Proposed AD?

On July 10, 2002, we published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA's AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Costs of Compliance

How Many Airplanes Would This Proposed AD Impact?

We estimate that this proposed AD affects 364 airplanes in the U.S. registry.

What Would Be the Cost Impact of This Proposed AD on Owners/Operators of the Affected Airplanes?

We estimate the following costs to accomplish this proposed inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
2 workhours × \$65 per hour = \$130	Not applicable	\$130	\$130 × 364 = \$47,320.

We estimate the following costs to accomplish this proposed modification:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
80 workhours × \$65 per hour = \$5,200	\$718	\$5,918	\$5,918 × 364 = \$2,154,152.

Regulatory Findings

Would This Proposed AD Impact Various Entities?

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect 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.

Would This Proposed AD Involve a Significant Rule or Regulatory Action?

For the reasons discussed above, I certify that this proposed AD:

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. 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.

We prepared a summary of the costs to comply with this proposed AD and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include "AD Docket No. 95-CE-46-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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.