

the average labor rate is approximately \$60 an hour. The cost for parts varies by airplane model; however, for the purposes of this AD, \$1,000 is utilized. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$3,123,920. This figure is based on the assumption that no U.S. operator of the affected airplanes has accomplished the proposed installation.

Beech has informed the FAA that approximately 2,100 installation kits have been sold. Assuming that each of these kits is installed on one of the affected airplanes, the cost impact of this action on U.S. operators is reduced by \$2,856,000 from \$3,123,920 to \$267,920.

The regulations adopted herein will 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 final rule does 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) 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 final 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, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

95-13-03 Beech Aircraft Corporation: Amendment 39-9284; Docket No. 94-CE-24-AD.

Applicability: The following airplane models and serial numbers, certificated in any category:

Models	Serial numbers
F90	LA-2 through LA-225 equipped with mechanical landing gear.
99, 99A, A99A, and B99.	U-1 through U-49 equipped with mechanical landing gear and U-51 through U-164 equipped with mechanical landing gear.
100 and A100	B-1 through B-94 and B-100 through B-247.
B100	BE-2 through BE-137.
200 and B200	BB-2, BB-6 through BB-1157, BB-1159 through BB-1166, and BB-1168 through BB-1192.
200C and B200C 200T and B200T 200CT and B200CT.	BL-1 through BL-72. BT-1 through BT-30. BN-1 through BN-4.
A100 (U-12F)	B-95 through B-99.
A100-1 (U-21J) . A200 (C-12A/C) .	BB-3, BB-4, and BB-5. BC-1 through BC-75 and BD-1 through BD-30.
A200C (UC-12B) A200CT (C-12D)	BJ-1 through BJ-66. BP-1, BP-22, and BP-24 through BP-45. BP-7 through BP-11.
A200CT (FWC-12D).	GR-1 through GR-13.
A200CT (RC-12D).	FC-1, FC-2, and FC-3.
A200CT (RC-12G).	GR-14 through GR-19.
A200CT (RC-12H).	

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 airplane from the applicability of this AD.

Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent excessive current flow through the electrical landing gear motor, which

could result in an airplane fire, accomplish the following:

(a) Install a circuit breaker that will open before the landing gear power system motor is damaged to the point of restricting operation of the manual landing gear extension system by accomplishing the following:

(1) Prepare the airplane by completing the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin No. 2035, Revision III: Issued: February 1985; Revised: April 1995.

(2) Incorporate one of the following Landing Gear Motor Circuit Breaker Installation Kits, as applicable, in accordance with the instructions provided with the kits:

- (i) 101-3069-1 S for Models 200, B200, 200C, B200C, 200T, B200T, 200CT, B200CT, A200 (C-12A/C), and A200C (UC-12B);
- (ii) 101-3069-3 S for Models 100, A100, B100, and A100-1 (U-21J);
- (iii) 101-3069-5 S for Models F90, 99, 99A, A99A, and B99;
- (iv) 101-3069-7 S for Model A200C (UC-12B); and

(v) 101-3133-1 S for Models A200 (C-12A/C), A200CT (C-12D), A200CT (FWC-12D), A200CT (RC-12D), A200CT (RC-12G), and A200CT (RC-12H).

(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, 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.

(d) The installation required by this AD shall be done in accordance with the instructions to Landing Gear Motor Circuit Breaker Installation Kits 101-3069-1 S, 101-3069-3 S, 101-3069-5 S, 101-3069-7 S, or 101-3133-1 S, as referenced in Beech Service Bulletin No. 2035, Revision III: Issued: February 1985; Revised: April 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.