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. 95–CE–46–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. 95–CE–46–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received numerous reports of multi-site cracks in the canted bulkhead at Fuselage Station 588.10 on three Beech Models 1900, 1900C, and 1900D airplanes. Specifically, these cracks were found at the outer flange radius and outer flange stringer cutouts of the canted bulkhead. This condition, if not detected and corrected, could prevent the bulkhead from carrying its ultimate design load because of cracks in the canted bulkhead, which, if not detected and corrected, could affect rudder cable tension and result in reduced rudder power.

Beech has issued Service Bulletin (SB) No. 2564, Revision 1, dated April 1995, which specifies procedures for inspecting the canted bulkhead at Fuselage Station 588.10. This service bulletin also references canted bulkhead Repair Kit No. 129–4005–1 S, which, when incorporated on the affected airplanes, reinforces this area at Fuselage Station 588.10.

After examining the circumstances and reviewing all available information related to the incidents described above including the referenced service information, the FAA has determined that AD action should be taken to prevent the inability of the bulkhead to carry its ultimate design load because of cracks in the canted bulkhead, which, if not detected and corrected, could affect rudder cable tension and result in reduced rudder power.

Since an unsafe condition has been identified that is likely to exist or develop in other Beech Models 1900, 1900C, and 1900D airplanes of the same type design that do not have canted bulkhead Repair Kit No. 129–4005–1 S incorporated, the proposed AD would require repetitively inspecting the canted bulkhead located at Fuselage Station 588.10 for cracks, and, if cracks are found that exceed certain limits, incorporating canted bulkhead Repair Kit No. 129–4005–1 S as terminating action for the repetitive inspection requirement. Accomplishment of the proposed inspections would be in accordance with Beech SB No. 2564, Revision 1, dated April 1995. Accomplishment of the proposed possible reinforcement would be in accordance with the instructions included with the above referenced kit.

The FAA estimates that 364 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 2 workhours per airplane to accomplish the proposed inspections, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$43,680. This figure does not take into account the number of repetitive inspections an affected airplane owner/operator would incur and is based on the assumption that no canted bulkhead would be found cracked during the inspection. The FAA has no way of determining the number of repetitive inspections a particular airplane owner/operator would incur or how many canted bulkheads would be found cracked during the proposed inspections. This figure also does not take into account the number of affected airplane owners/operators that may have incorporated the inspectionterminating reinforcement kit.

Beech has notified the FAA that 36 reinforcement kits have been distributed to the affected airplane owners/ operators. If each of the kits has been installed on an affected airplane, then the inspection requirement for these airplanes is eliminated. Based on this assumption, the cost impact of the proposed AD upon U.S. owners/ operators of the affected airplanes would be reduced \$4,320 from \$43,680 to \$39,360.

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 USC 106(g), 40101, 40113, 44701.

§39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

Beech Aircraft Corporation: Docket No. 95– CE–46–AD.

Applicability: The following airplane models and serial numbers, certificated in any category, that do not have canted bulkhead Repair Kit No. 129–4005–1 S incorporated:

Model	Serial Nos.
1900 1900C	UA-1 through UA-3. UB-1 through UB-74 and UC-1 through UC-174.
1900C (C12J) 1900D	UD-1 through UD-6. UE-1 through UE- 113.

Note 1: This AD applies to each airplane identified in the preceding applicability revision, 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