body of this AD, unless already accomplished.

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, accomplish the following:

Note 2: The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.

Level 2: (1), (2), (3), etc.

Level 2 structures are designations of the Level 1 paragraph they immediately follow.

(a) Upon the accumulation of 5,000 hours time-in-service (TIS) or within the next 600 hours TIS, whichever occurs later, inspect the canted bulkhead at Fuselage Station 588.10. Accomplish this inspection in accordance with the Accomplishment Instructions section of Beech Service Bulletin (SB) No. 2564, Revision 1, dated April 1995.

(b) If, during the inspection, one or more of the limits specified in paragraphs (b)(1), (b)(2), or (b)(3) of this AD are found (also specified in Beech SB No. 2564), prior to further flight, incorporate Beech Kit No. 129– 4005–1 S, which reinforces the canted bulkhead at Fuselage Station 588.10.

(1) Any one crack that is greater than 2.5 inches in length.

(2) The sum of all crack lengths in any 12 inches of consecutive frame length is greater than 4.0 inches

(3) Any crack that progresses through the width of the bulkhead.

(c) If no cracks are found during an inspection or a crack is found that does not exceed one of the limits specified in paragraphs (b)(1), (b)(2), or (b)(3) of this AD, accomplish one of the following:

(1) Repeat the inspection specified in paragraph (a) of this AD at intervals not to exceed 600 hours TIS, and prior to further flight, reinforce the canted bulkhead as specified in paragraph (b) of this AD if cracks are found that exceed one or more of the limits specified in paragraphs (b)(1), (b)(2), or (b)(3) of this AD; or

(2) Within 600 hours after the last canted bulkhead inspection, incorporate Beech Kit No. 129–4005–1 S. Incorporating this kit reinforces the canted bulkhead at Fuselage Station 588.10.

(d) 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.

(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 Beech Aircraft Corporation, 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 September 26, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–24605 Filed 10–3–95; 8:45 am] BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95-CE-50-AD]

Airworthiness Directives; I.A.M. Rinaldo Piaggio S.p.A. Model P 180 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 certain I.A.M. Rinaldo Piaggio S.p.A. (Piaggio) Model P 180 series airplanes. The proposed action would require installing a shield on the front section of the engine cradle. A report of power control jamming as a result of freezing conditions during a high altitude flight prompted this AD action. The actions specified by the proposed AD are intended to prevent loss of engine power or the propeller controls from jamming as a result of freezing rain entering the engine nacelle, which, if not detected and corrected, could result in loss of control of the airplane.

DATES: Comments must be received on or before December 5, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–50– 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 I.A.M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154, Genoa, Italy. This information also may be examined at the Rules Docket at the address above. **FOR FURTHER INFORMATION CONTACT:** Delano D. Castle, Program Manager, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B–1000 Brussels, Belgium; telephone (322) 513.3830, ext. 2716; facsimile (322) 230.6899; or Mr. J. Mike Kiesov, Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64105; telephone (816) 426– 6932; facsimile (816) 426–2169.

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. 95–CE–50–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–50–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Registro Aeronautico Italiano (RAI), which is the airworthiness authority for Italy, recently notified the FAA that an unsafe condition may exist on certain Piaggio Model P 180 series airplanes. The RAI advised of an incident in which water entered the accessory gearbox zone during heavy rain conditions, and passed through the starter generator air discharge port or