1558, 601 E. 12th Street, Kansas City, Missouri 64106.

## Discussion

The FAA has received several reports of damaged vertical stabilizers on certain Twin Commander Models 685, 690, 690A, 690B, 690C, 690D, 695, and 695A airplanes. Specifically, these reports include: cracks in the lower ribs, wrinkles and cracks in the skin near the lower ribs, cracked spar clips between the lower ribs and the rear spar, and cracks in the upper relief cutouts of the Fuselage Station 409.56 bulkhead.

Twin Commander has issued Service Bulletin (SB) No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively. This service information specifies procedures for inspecting and modifying the vertical stabilizer.

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 failure of the vertical stabilizer as a result of cracking, which, if not detected and corrected, could result in loss of control of the airplane.

Since an unsafe condition has been identified that is likely to exist or develop in other Twin Commander Models 685, 690, 690A, 690B, 690C, 690D, 695, and 695A airplanes, the proposed AD would require initially inspecting the vertical stabilizer for cracks, modifying any cracked vertical stabilizer, and, if not cracked, either repetitively inspecting or modifying the vertical stabilizer. The proposed actions would be accomplished in accordance with Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

The FAA estimates that 469 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 10 workhours per airplane to accomplish the proposed inspection, and that the average labor rate is approximately \$60 an hour. Parts to accomplish the proposed inspection cost approximately \$200 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$375,200. This figure does not take into account the cost of repetitive inspections or the cost of any modifications that may be needed based on the inspection results. The FAA has no way of determining how many vertical stabilizers may be cracked and need modification, or how

many repetitive inspections each owner/operator may incur.

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. 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:

#### Twin Commander Aircraft Corporation: Docket No. 94–CE–27–AD.

Applicability: The following airplane models and serial numbers, certificated in any category that have not modified the vertical stabilizer in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II—MODIFICATION section of Twin Commander Service Bulletin (SB) No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively:

685 12000 through 12066.   690 11000 through 11079.   690A 11100 through 11344.   690B 11350 through 11566.   690C 11600 through 11735.   690D 15001 through 15042.   695 95000 through 95084.   695A 96001 through 96100.	Model	Serial Nos.
	685 690 690A 690B 690C 690C 690D 695 695	12000 through 12066. 11000 through 11079. 11100 through 11344. 11350 through 11566. 11600 through 11735. 15001 through 15042. 95000 through 95084. 96001 through 96100

*Compliance:* Required upon the accumulation of 2,000 hours time-in-service (TIS) on a vertical stabilizer or within the next 50 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter as indicated in the body of this AD.

To prevent failure of the vertical stabilizer as a result of cracks, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Inspect the vertical stabilizer for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART I—INSPECTION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(b) If damage or cracks are found within the limits of Figures 1 and 2 of the service information referenced above, prior to further flight, modify the vertical stabilizer in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II—MODIFICATION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(c) If damage or cracks are found outside the limits referenced in Figures 1 and 2 of the service information referenced above or if cracks intersect, prior to further flight, replace the damaged parts with new parts in accordance with the applicable maintenance manual instructions. The requirements of this AD still apply when the damaged parts are replaced, unless the stabilizer is modified as specified in paragraph (b) of this AD.

(d) If no cracks are found, accomplish one of the following:

(1) Reinspect at intervals not to exceed 500 hours TIS, and modify any damaged or cracked vertical stabilizer as specified in paragraphs (b) and (c) of this AD; or

(2) Prior to further flight, modify the vertical stabilizer in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II—MODIFICATION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(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, Seattle Aircraft Certification Office (ACO), FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055–4056. The