

justified. The FAA concurs that a visual inspection of this structure is part of the annual inspection program. However, the airplanes referenced in the 43 cracked wing front spar carry-through frame structure reports utilize this annual inspection program. The FAA examined the information regarding these crack reports in determining that a dye penetrant inspection should be accomplished through AD action, as well as the visual inspection already required during the annual inspection. The proposal is unchanged as a result of these comments.

One commenter feels that the FAA has underestimated the financial impact the proposal would have upon U.S. operators of the affected airplanes. The commenter states that each inspection would cost each operator around \$300-\$400 per inspection. The FAA does not concur that it underestimated the cost impact. The FAA estimates that it will take approximately 8 workhours per airplane to accomplish the inspection, and that the average labor rate is \$60 an hour. Based upon these figures, the inspection will cost \$480 per airplane. Also, the FAA acknowledges the repetitive inspection cost, but has no way of determining the number of repetitive inspections an owner/operator may incur. The AD is unchanged as a result of this comment.

After careful review, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for the addition of the paragraph specifying when to accomplish the repetitive inspection if no cracks were found, the revision to the Compliance section of the AD, and minor editorial corrections. The FAA has determined that the addition, revision, and minor corrections will not change the meaning of the AD or add any additional burden upon the public than was already proposed.

The FAA estimates that 11,000 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 8 workhours per airplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$5,280,000. This figure does not take into account the cost of repetitive inspections. The only difference between the cost analysis for this action and AD 92-08-07 (which would be superseded by this required action) is the cost of these repetitive inspections. The FAA has no way of determining the

number of repetitive inspections an owner/operator may incur.

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 removing AD 92-08-07, Amendment 39-8218 (57 FR 13004, April 15, 1992), and by adding a new airworthiness directive to read as follows:

95-04-03 Beech Aircraft Corporation:
Amendment 39-9155; Docket No. 94-CE-12-AD. Supersedes AD 92-08-07, Amendment 39-8218.

Applicability: The following model and serial number airplanes, certificated in any category:

Models	Serial numbers
35-33, 35-A33, 35-B33, 35-C33, E33, F33, and G33.	CD-1 through CD-1304.
35-C33A, E33A, and F33A	CE-1 through CE-1192.
E33C and F33C	CJ-1 through CJ-179.
H35, J35, K35, M35 N35, P35, S35, V35, V35A, and V35B.	D-4866 through D-10403.
36 and A36	E-1 through E-2397.
A36TC and B36TC	EA-1 through EA-471.

Compliance: Required initially with whichever of the following is applicable, and thereafter as indicated:

- Upon the accumulation of 1,500 hours time-in-service (TIS) or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished;
- Within 500 hours TIS after the inspection required by superseded AD 92-08-07, Amendment 39-8218, or within the next 100 hours TIS after the effective date of this AD, whichever occurs later; or
- Within 500 hours TIS after the last inspection required by AD 91-14-13, Amendment 39-7054 (superseded by AD 92-08-07), or within the next 100 hours TIS, whichever occurs later.

To prevent spar carry-through frame structure failure, which, if not detected and corrected, could result in severe structural damage to the wing, accomplish the following:

(a) Inspect the wing front spar carry-through frame (web) structure for cracks in accordance with the instructions in Beech Service Bulletin (SB) No. 2360, dated November 1990. Repair or reinforce any cracked wing front spar carry-through frame structure and reinspect as specified in the paragraphs that follow.

(b) If no cracks are found, reinspect as specified in paragraph (a) of this AD at intervals not to exceed 500 hours TIS as long as no cracks are found. When cracks are found, repair or reinforce the wing front spar carry-through frame structure and reinspect as specified in this AD.

(c) If cracks are found in the bend radius and not in the web face in the areas of the huckbolt fasteners during the inspection specified in paragraph (a) of this AD, accomplish the following at the time specified in accordance with the instructions in Beech SB No. 2360:

(1) For cracks up to 2.25 inches, accomplish one of the following, as applicable:

(i) If not more than one crack on either side of the wing forward spar carry-through frame structure bend radius is found, prior to further flight, stop drill each crack at the crack ends. Within the next 200 hours TIS and thereafter at intervals not to exceed 200 hours TIS, reinspect each crack for progression and repair accordingly. Upon the installation of the applicable P/N 36-4004 Kit, extend the repetitive inspection time to 500 hours TIS, and repair or reinforce any