

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2002-CE-49-AD; Amendment 39-13095; AD 2003-06-07]

RIN 2120-AA64

**Airworthiness Directives; Socata—Groupe Aerospatiale Models MS 892A-150, MS 892E-150, MS 893A, MS 893E, MS 894A, MS 894E, Rallye 150T, and Rallye 150ST Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes Airworthiness Directive (AD) 2002-05-04, which applies to certain Socata—Groupe Aerospatiale (Socata) Models MS 892A-150, MS 892E-150, MS 893A, MS 893E, MS 894A, MS 894E, Rallye 150T, and Rallye 150ST airplanes. AD 2002-05-04 requires you to repetitively inspect any engine mount assembly that is not part number 892-51-0-035-0 (or FAA-approved equivalent part number) for cracks; repair cracks that do not exceed a certain length; and replace the engine mount when the cracks exceed a certain length and cracks are found on an engine mount that already has been repaired twice. This AD is the result of the French airworthiness authority's determination that airplanes equipped with an engine mount assembly part number 892-51-0-035-0 also display the unsafe condition. This AD retains the repetitive inspection and repair requirements of AD 2002-05-04, changes the applicability section, removes the terminating action, and requires replacement of all part number 892-51-0-035-0 engine mount assemblies. The actions specified by this AD are intended to prevent failure of the engine mount assembly. Such failure could result in loss of control of the airplane.

**DATES:** This AD becomes effective on May 16, 2003.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of May 16, 2003.

**ADDRESSES:** You may get the service information referenced in this AD from Socata Groupe Aerospatiale, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930-F65009 Tarbes Cedex, France; telephone: 011 33 5 62 41 73 00; facsimile: 011 33 5 62 41 76 54; or the Product Support Manager, Socata—Groupe Aerospatiale, North Perry Airport, 7501 Pembroke Road,

Pembroke Pines, Florida 33023; telephone: (954) 894-1160; facsimile: (954) 964-4141. You may view this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2002-CE-49-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

**SUPPLEMENTARY INFORMATION:****Discussion***Has FAA Taken Any Action to This Point?*

Fatigue cracks found on the engine mount assemblies of certain Socata Models MS 892A-150, MS 892E-150, MS 893A, MS 893E, MS 894A, MS 894E, Rallye 150T, and Rallye 150ST airplanes caused us to issue AD 2002-05-04, Amendment 39-12672 (67 FR 10831, March 11, 2002). This AD requires the following on affected airplane models and serial numbers that are certificated in any category and do not have a part number 892-51-0-035-0 engine mount assembly (or FAA-approved equivalent part number) installed:

- Repetitively inspecting any engine mount assembly that is not part number 892-51-0-035-0 (or FAA-approved equivalent part number) for cracks;
- Repairing cracks that do not exceed a certain length;
- Replacing the engine mount when the cracks exceed a certain length and cracks are found on an engine mount that already has two repairs; and
- Terminating repetitive inspections after installing a part number 892-51-0-035-0 engine mount assembly, (or FAA-approved equivalent part number).

AD 2002-05-04 superseded AD 77-15-06, Amendment 39-2975, which required accomplishing the following:

- Inspecting the engine mount assembly for cracks at repetitive intervals;
- Repairing any cracks found; and
- Modifying the brackets on airplanes with right angle engine mounts.

AD 2002-05-04 incorporated new manufacturer service information to address the unsafe condition, added additional airplane models to the applicability; and changed the initial compliance time for all airplanes.

Accomplishment of these actions is required in accordance with Socata

Service Bulletin SB 156-71, dated May 2001.

*What Has Happened Since AD 2002-05-04 to Initiate This Action?*

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified FAA of the need to change AD 2002-05-04. The DGAC reports that affected airplanes equipped with an engine mount assembly part number 892-51-0-035-0 are also affected by fatigue cracking and should be included in the applicability section of AD 2002-05-04. Installing part number 892-51-0-035-0 is no longer considered a terminating action for the repetitive inspections and should be removed from all affected airplanes.

*What Is the Potential Impact if FAA Took No Action?*

This condition, if not detected and corrected, could cause the engine mount assembly to fail. Such failure could result in loss of control of the airplane.

*Has FAA Taken Any Action to This Point?*

We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Socata Models MS 892A-150, MS 892E-150, MS 893A, MS 893E, MS 894A, MS 894E, Rallye 150T, and Rallye 150ST airplanes. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on December 24, 2002 (67 FR 78394). The NPRM proposed to supersede AD 2002-05-04 with a new AD that would:

- Retain the repetitive inspection and repair requirements of AD 2002-05-04;
  - Remove the terminating action;
  - Change the applicability section;
- and

- Require replacement of all part number 892-51-0-035-0 engine mount assemblies with an FAA-approved equivalent part number.

*Was the Public Invited To Comment?*

The FAA encouraged interested persons to participate in the making of this amendment. We did not receive any comments on the proposed rule or on our determination of the cost to the public.

**FAA's Determination***What Is FAA's Final Determination on This Issue?*

After careful review of all available information related to the subject presented above, we have determined that air safety and the public interest require the adoption of the rule as

proposed except for minor editorial corrections. We have determined that these minor corrections:

- Provide the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

**Cost Impact**

*How Many Airplanes Does This AD Impact?*

We estimate that this AD affects 81 airplanes in the U.S. registry.

*What Is the Cost Impact of This AD on Owners/Operators of the Affected Airplanes?*

We estimate the following costs to accomplish each inspections:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 workhour × \$60 = \$60 .....	No parts required .....	\$60	\$60 × 81 = \$4,860.

We estimate the following costs to accomplish any necessary repairs that will be required based on the results of the inspection. We have no way of determining the number of airplanes that may need such repair:

Labor cost	Parts cost	Total cost per airplane
3 workhours × \$60 = \$180 .....	No parts required .....	\$180.

We estimate the following costs to accomplish the replacement. We have no way of determining the number of airplanes that may need such replacement:

Labor cost	Parts cost	Total cost per airplane
20 workhours × \$60 = \$1,200 .....	Approximately \$3,360 .....	\$1,200 + 3,360 = \$4,560.

*What Is the Difference Between the Cost Impact of This AD and the Cost Impact of AD 2002-05-04?*

The differences between this AD and AD 2002-05-04 are the correction to the applicability section, removal of the terminating action, and the addition of replacing all part number 892-51-0-035-0 engine mount assemblies. We have determined that this AD action does increase the cost impact over that required by AD 2002-05-04.

**Regulatory Impact**

*Does This AD Impact Various Entities?*

The regulations adopted herein will not have a substantial direct effect 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, it is determined that this final rule does not have federalism implications under Executive Order 13132.

*Does This AD Involve a Significant Rule or Regulatory Action?*

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, under 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. 106(g), 40113, 44701.

**§ 39.13 [Amended]**

■ 2. FAA amends § 39.13 by removing Airworthiness Directive (AD) 2002-05-04, Amendment 39-12672 (67 FR 10831, March 11, 2002), and by adding a new AD to read as follows:

**2003-06-07 Socata—Groupe Aerospatiale:** Amendment 39-13095; Docket No. 2002-

CE-49-AD; Supersedes AD 2002-05-04, Amendment 39-12672.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial Nos.
MS 892A-150 ....	All serial numbers.
MS 892E-150 ....	All serial numbers.
MS 893A .....	All serial numbers.
MS 893E .....	All serial numbers.
MS 894A .....	1005 through 2204 equipped with kit OPT8098 9037.
MS 894E .....	1005 through 2204 equipped with kit OPT8098 9037.
Rallye 150T .....	All serial numbers.
Rallye 150ST .....	All serial numbers.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct cracks in the engine mount assembly. Such a condition could cause the engine mount assembly to fail, which could result in loss of control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Replace any part number 892-51-0-035-0 engine mount assembly with an FAA-approved assembly that is not part number 892-51-0-035-0.	Within the next 50 hours time-in-service (TIS) after May 16, 2003 (the effective date of this AD).	In accordance with the applicable maintenance manual.
(2) Inspect the engine mount assembly for cracks.	<i>Initially inspect at whichever of the following occurs later:</i> after accumulating 50 hours TIS after engine mount assembly installation; within the next 20 hours TIS after May 16, 2003 (the effective date of this AD); or at the next inspection required by AD 2002-05-04. <i>Repetitively inspect thereafter at intervals not to exceed 50 hours TIS.</i>	In accordance with the Accomplishment Instructions section of Socata Service Bulletin SB 156-71, dated May 2001.
(3) If any crack is found during any inspection required by paragraph (d)(2) of this AD that is less than 0.24 inches (6 mm) in length, repair the engine mount assembly. If two repairs on the engine mount have already been performed, repair in accordance with paragraph (d)(4) of this AD.	Prior to further flight after the inspection in which the crack is found.	In accordance with the Accomplishment Instructions section of Socata Service Bulletin SB 156-71, dated May 2001.
(4) If any crack is found during any inspection required by this AD that is 0.24 inches (6 mm) or longer in length, or if any crack is found and two repairs on the engine mount have already been performed:	Prior to further flight after the inspection in which the crack is found.	In accordance with the repair scheme obtained from Socata Groupe Aerospatiale, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930-F65009 Tarbes Cedex, France; or the Product Support Manager, Socata—Groupe Aerospatiale, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023. Obtain this repair scheme through the FAA at the address specified in paragraph (f) of this AD.
(i) Obtain a repair scheme from the manufacturer through the FAA at the address specified in paragraph (f) of this AD; and (ii) Incorporate this repair scheme.		
(5) Do not install on any airplane engine mount assembly part number 892-51-0-035-0.	As of May 16, 2003 (the effective date of this AD).	Not applicable.

(e) *Can I comply with this AD in any other way?*

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Standards Office, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standards Office.

(2) Alternative methods of compliance approved in accordance with AD 2002-05-04, which is superseded by this AD, are not approved as alternative methods of compliance with this AD.

**Note 1:** This AD applies to each airplane identified in paragraph (a) of this AD, 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Socata Service Bulletin SB 156-71, dated May 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Socata Groupe Aerospatiale, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930-F65009 Tarbes Cedex, France; telephone: 011 33 5 62 41 73 00; facsimile: 011 33 5 62 41 76 54; or the Product Support Manager, Socata—Groupe Aerospatiale, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone: (954) 894-1160; facsimile: (954) 964-4141. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 2:** The subject of this AD is addressed in French AD 2001-400(A), dated September 19, 2001; and French AD 1978-205(A) R1, dated September 19, 2001.

(i) *Does this AD action affect any existing AD actions?* This amendment supersedes AD 2002-05-04, Amendment 39-12672.

(j) *When does this amendment become effective?* This amendment becomes effective on May 16, 2003.

Issued in Kansas City, Missouri, on March 19, 2003.

**Sandra J. Campbell,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 03-7185 Filed 3-26-03; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2001-NM-378-AD; Amendment 39-13091; AD 2003-06-04]

RIN 2120-AA64

#### **Airworthiness Directives; Airbus Model A300 B2 and B4 Series Airplanes; and A300 B4-600, B4-600R, and F4-600R (Collectively Called A300-600) Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to all Airbus Model A300 B4-600, B4-600R, and F4-600R (collectively called A300-600) series