

Service information that applies to the proposed AD may be obtained from the Twin Commander Aircraft Corporation, 19010 59th Drive, N.E., Arlington, Washington 98223. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Pasion, Aerospace Engineer, FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone (206) 227-2594; facsimile (206) 227-1181.

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-20-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-20-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

Two Twin Commander Model 690C airplanes were recently involved in accidents where the pilot encountered excessive turbulence while descending at high speeds. In both of these

accidents the airplane was lost. Wind gusts associated with turbulence can result in increased loads on the wing, resulting in possible airplane structural damage and loss of the airplane.

Reducing airspeed in turbulence reduces the effect of these gust-induced loads during turbulence. Maintaining airspeed at Turbulent Air Penetration speed or Maneuvering speed provides an increase in structural margin when encountering turbulence. Operating the airplane at Maneuvering speed is the safest speed for flight in turbulence. Turbulent Air Penetration and Maneuvering speeds are both well below the red-line limits of the maximum operating limit speed (^vMO/^MMO).

Twin Commander has issued Service Bulletin No. 220, dated February 1, 1995, which re-emphasizes the importance of reducing airspeed before descending into known turbulence or reducing airspeed immediately upon entering unexpected turbulence on the following airplanes:

Models	Serial No.
680T and 680V	1473 through 1720.
680W	1721 through 1850.
681	6001 through 6072.
690	11001 through 11079.
690A	11100 through 11344.
690B	11350 through 11566.
690C	11600 through 11735.
690D	15001 through 15042.
695	95000 through 95084.
695A	96000 through 96100.
695B	96201 through 96208.

This service bulletin also references a placard and airplane flight manual/pilot operating handbook (AFM/POH) revisions to advise airplane operators of target speeds for operation during turbulence.

After examining the circumstances and reviewing all available information related to the accidents described above including the referenced service information, the FAA has determined that AD action should be taken to prevent structural damage to the airplane caused by excessive turbulence, which could result in loss of the airplane.

Since an unsafe condition has been identified that is likely to exist or develop in other Twin Commander 680, 681, 690, and 695 series airplanes (specific models and serial numbers

presented above) of the same type design, the proposed AD would require incorporating a placard and AFM/POH revisions that warn the airplane operator of the importance of observing the Turbulent Air Penetration and Maneuvering speeds. The following kits include the placard and AFM/POH revisions:

Kit No.	Model affected
SB220-1	680T.
SB220-2	680V.
SB220-3	680W.
SB220-4	681.
SB220-5	690.
SB220-6	690A.
SB220-7	690B.
SB220-8	690C.
SB220-9	690D.
SB220-10	695.
SB220-11	695A.
SB220-12	695B.

The FAA estimates that 566 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 1 workhour per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$38 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$55,468. This figure is based on the assumption that no affected airplane owner/operator has incorporated the placard and AFM/POH revisions included with the applicable SB220 kit. Twin Commander has informed the FAA that no kits have been distributed to the owners/operators of the affected airplanes.

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