

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.

Issued in Renton, Washington, on January 5, 1996.

Darrell M. Pederson,  
*Acting Manager, Transport Airplane  
Directorate, Aircraft Certification Service.*  
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BILLING CODE 4910-13-U

## 14 CFR Part 39

[Docket No. 95-NM-164-AD]

### Airworthiness Directives; Fokker Model F28 Mark 0100 Series Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Fokker Model F28 Mark 0100 series airplanes. This proposal would require installation of reinforcement plates under each hook latch fitting on the frame of each large cargo door. For some airplanes, this proposal would require inspection to detect cracking in the area around each hook latch fitting, and repair, if necessary. This proposal is prompted by the results of stress analyses and destructive tests which revealed that fatigue-related cracking may develop in the vicinity of the hook latch fittings on the frame of the large cargo doors. The actions specified by the proposed AD are intended to prevent reduced structural integrity of the frames of the cargo door due to fatigue cracking, which may lead to the cargo door(s) opening while the airplane is in flight.

**DATES:** Comments must be received by February 21, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-164-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:**  
Ruth Harder, Aerospace Engineer,  
Standardization Branch, ANM-113,  
FAA, Transport Airplane Directorate,  
1601 Lind Avenue, SW., Renton,  
Washington 98055-4056; telephone  
(206) 227-1721; fax (206) 227-1149.

#### 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 shall 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 summarizing 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 Number 95-NM-164-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, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-164-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### Discussion

The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, recently notified the FAA that an unsafe condition may exist on certain Fokker Model F28 Mark 0100 series airplanes. The RLD advises that the results of stress analyses and destructive tests on the frames of Model F28 Mark 0100 large cargo doors have shown that fatigue-related cracking may develop in the area of the hook latch fittings. Test data have shown that such cracking is most likely to develop after 11,000 flight cycles. This condition, if

not detected and corrected in a timely manner, could result in reduced structural integrity of the frames of the large cargo door, which may lead to the cargo door(s) opening while the airplane is in flight.

Fokker has issued Service Bulletin SBF100-52-050, Revision 1, dated September 14, 1994, which describes procedures for installing reinforcement plates under each hook latch fitting on the frame of each large cargo door. The RLD classified this service bulletin as mandatory and issued Dutch airworthiness directive BLA 94-157 (A), dated November 24, 1994, in order to assure the continued airworthiness of these airplanes in the Netherlands.

This airplane model is manufactured in the Netherlands and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the RLD has kept the FAA informed of the situation described above. The FAA has examined the findings of the RLD, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, the proposed AD would require installation of two reinforcement plates under each hook latch fitting on the frame of each large cargo door. The installation would be required to be accomplished in accordance with the service bulletin described previously.

This AD also proposes to require, for certain airplanes, an inspection to detect cracking in the area around each hook latch fitting on the frame of each large cargo door and repair of any cracking found, in accordance with a method approved by the FAA.

The FAA estimates that 100 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 4.5 work hours per airplane to accomplish the proposed installation, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$10,000 per airplane. Based on these figures, the cost impact of the proposed installation on U.S. operators is estimated to be \$1,027,000, or \$10,270 per airplane.

The FAA estimates that it would take approximately 4.5 work hours per airplane to accomplish the proposed inspection (that is required for certain airplanes), and that the average labor

rate is \$60 per work hour. Based on these figures, the cost impact of the proposed inspection is estimated to be \$270 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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 proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 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, 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 USC 106(g), 40113, 44701.

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

Fokker: Docket 95–NM–164–AD.

*Applicability:* Model F28 Mark 0100 series airplanes, as listed in Fokker Service Bulletin SBF100–52–050, Revision 1, dated

September 14, 1994, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent reduced structural integrity of the frame of the large cargo door, which may lead to the cargo door(s) opening while the airplane is in flight, accomplish the following:

(a) Prior to the accumulation of 11,000 total flight cycles or within 500 flight cycles after the effective date of this AD, whichever occurs later, install two reinforcement plates under each hook latch fitting on the frame of each large cargo door, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100–52–050, Revision 1, dated September 14, 1994.

(b) For airplanes that have accumulated 11,000 or more total flight cycles at the time of compliance with paragraph (a) of this AD: Concurrent with the accomplishment of the requirements of paragraph (a) of this AD, perform an inspection to detect cracking in the area around each hook latch fitting on the frame of each large cargo door, in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(1) If no cracking is detected, no further action is required by this paragraph.

(2) If any cracking is detected, prior to completing the requirements of paragraph (a) of this AD, repair in accordance with a method approved by the Manager, Standardization Branch, ANM–113.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM–113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(d) Special flight permits may be issued in accordance with sections 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.

Issued in Renton, Washington, on January 10, 1996.

Darrell M. Pederson,

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

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### **14 CFR Part 39**

**[Docket No. 95–CE–79–AD]**

### **Airworthiness Directives; Jetstream Aircraft Limited (Formerly British Aerospace, Regional Airlines Limited) HP137 Mk1, Jetstream Series 200, and Jetstream Model 3101 Airplanes**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes to adopt an airworthiness directive (AD) that would apply to Jetstream Aircraft Limited (JAL) HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes. The proposed action would require repetitively inspecting the spigot housing plate for cracks at the wing/fuselage forward attachment sliding joint, replacing any cracked housing plate, repetitively inspecting the spigots and spigot posts for corrosion and installing improved spigots if corrosion is found, and eventually installing improved spigots if corrosion is not found. For certain affected airplanes, the proposed action would require repetitively inspecting the spigot bushes for migration gaps, replacing the bushes with modified bushes if gaps are found that exceed 0.5-inch, and eventually replacing the bushes with modified bushes if migration gaps are not found. Reports of bush migration gaps found on three of the affected airplanes and another report of corrosion and several cracks found on the spigot housing plate on a Jetstream Model 3101 airplane prompted the proposed action. The actions specified by the proposed AD are intended to prevent structural failure of the wing/fuselage area caused by a cracked or corroded spigot housing assembly.

**DATES:** Comments must be received on or before March 22, 1996.

**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–79–AD, Room 1558, 601 E. 12th Street,