

TABLE 2.—FEES FOR LABORATORY TEST SERVICES ¹—Continued

Laboratory tests	Fees
(68) Other laboratory tests	(²)

¹ When laboratory test service is provided for GIPSA by a private laboratory, the applicant will be assessed a fee which, as nearly as practicable, covers the costs to GIPSA for the service provided.

² Fees for other laboratory tests not referenced above will be based on the noncontract hourly rate listed in Table 1.

3. Section 868.92 (a)(2) is revised to read as follows:

§ 868.92 Explanation of service fees and additional fees.

(a) * * *

(2) The cost of per diem, subsistence, mileage, or commercial transportation to perform the service for rice inspection only in § 868.91, Table 1, Fees for certain Federal rice inspection services. See § 868.90, Table 1, footnote 1 for Fees for Inspection of Commodities Other Than Rice.

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Dated: June 25, 1996.

Michael V. Dunn,

Assistant Secretary, Marketing and Regulatory Programs.

[FR Doc. 96-16853 Filed 7-5-96; 8:45 am]

BILLING CODE 3410-EN-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-247-AD]

RIN 2120-AA64

Airworthiness Directives; Bombardier Model CL-600-2B16 (CL-601-3A and -3R) and CL-600-2B19 (Regional Jet Series 100) 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 Bombardier Model CL-600-2B16 and CL-600-2B19 series airplanes. This proposal would require a one-time inspection of the spring bungee assembly of the nose landing gear (NLG) to ensure proper torque of the collar and correct clearance between the collar and the body of the bungee, and replacement of the spring bungee assembly with a serviceable unit, if necessary. This proposal is prompted by reports of failure of the NLG to extend when the landing gear selector was placed in the "DOWN" position, and failure of the NLG doors to open when the NLG door

switch was set in the "SAFETY/DOOR OPEN" position; these conditions may have been caused by a reduced stroke of the spring bungee. The actions specified by the proposed AD are intended to prevent improper operation of the NLG door and consequent inability to extend the NLG due to a reduced stroke of the spring bungee.

DATES: Comments must be received by August 16, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-247-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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Quebec H3C 3G9, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York. **FOR FURTHER INFORMATION CONTACT:** Danko Kramar, Aerospace Engineer, Systems and Flight Test Branch, ANE-172, FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; telephone (516) 256-7509; fax (516) 568-2716.

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-247-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-247-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

Transport Canada Aviation, which is the airworthiness authority for Canada, recently notified the FAA that an unsafe condition may exist on certain Bombardier Model CL-600-2B16 (CL-601-3A and -3R), and CL-600-2B19 (Regional Jet Series 100) series airplanes. Transport Canada Aviation advises that it received reports indicating that, during flight of a Model CL-600-2B19 series airplane, the nose landing gear (NLG) did not extend when the landing gear selector was placed in the "DOWN" position. The NLG did extend following cycling of the selector valve. Transport Canada Aviation also advises that it received a report indicating that, during a pre-flight check of a Model CL-600-2B16 series airplane, the NLG doors did not open when the NLG door switch was set in the "SAFETY/DOOR OPEN" position. The cause of these occurrences has been attributed to a defective spring bungee assembly of the NLG door mechanism. Investigation revealed that the spring

bungee may have a reduced stroke due to incorrect clearance between the collar and the body of the spring bungee. This incorrect clearance was the result of incorrect assembly during manufacture. This condition, if not corrected, could result in improper operation of the NLG door, which could result in inability to extend the NLG.

Explanation of Relevant Service Information

The manufacturer has issued Canadair Regional Jet Alert Service Bulletin A601R-32-037, Revision "A," dated December 2, 1994 (for Model CL-600-2B19 series airplanes), and Canadair Challenger Service Bulletin 601-0454, dated May 15, 1995, as amended by Service Bulletin Information Sheet 601-0454, dated July 14, 1995 (for Model CL-600-2B16 series airplanes). These service bulletins describe procedures for a one-time inspection of the spring bungee assembly of the NLG to ensure proper torque of the collar and correct clearance between the collar and the body of the bungee, and replacement of the spring bungee assembly with a serviceable (new or reworked) unit, if necessary. Transport Canada Aviation classified these service bulletins as mandatory and issued Canadian airworthiness directive CF-95-10, dated June 27, 1995, in order to assure the continued airworthiness of these airplanes in Canada.

FAA's Conclusions

These airplane models are manufactured in Canada and are 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, Transport Canada Aviation has kept the FAA informed of the situation described above. The FAA has examined the findings of Transport Canada Aviation, 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.

Explanation of Requirements of Proposed Rule

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 a one-time inspection of the spring bungee assembly of the NLG to ensure proper torque of the collar and correct clearance between the collar and the body of the bungee, and replacement

of the spring bungee assembly with a serviceable (new or reworked) unit, if necessary. The actions would be required to be accomplished in accordance with the service bulletins described previously.

Explanation of Differences between Service Bulletins and the Proposed Rule

Operators should note that the compliance time specified in this proposed AD (within 90 days after the effective date of the AD) differs from the times recommended in the referenced service bulletins. [The compliance time recommended in Canadair Challenger Service Bulletin 601-0454 for Model CL-600-2B16 series airplanes is "at the next 300-hour check." Canadair Regional Jet Alert Service Bulletin A601R-32-037 (for Model CL-600-2B19 series airplanes) recommends a compliance time of no later than the next "A" check or within the next three months after receipt of the alert service bulletin.] The FAA finds that the compliance time should not differ for each airplane model, since the spring bungee installed on both models has the same part number. In developing an appropriate compliance time for this AD, the FAA also considered not only the degree of urgency associated with addressing the subject unsafe condition, but availability of replacement parts and the maximum interval of time allowable for all affected airplanes to continue to operate without compromising safety. The FAA finds 90 days to be an appropriate compliance time for accomplishing these actions.

Cost Impact

The FAA estimates that 101 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 4 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$24,240, or \$240 per airplane.

The cost impact figure discussed above is 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.

Regulatory Impact

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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

Bombardier, Inc. (Formerly Canadair): Docket 95-NM-247-AD.

Applicability: Model CL-600-2B16 (CL-601-3A and -3R), serial numbers 5100 through 5166 inclusive; and Model CL-600-2B19 (Regional Jet Series 100) series airplanes, serial numbers 7003 through 7048 inclusive; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, 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 (d) 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 the unsafe condition has not

been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent improper operation of the nose landing gear (NLG) door and consequent inability to extend the NLG due to a reduced stroke of the spring bungee, accomplish the following:

(a) Within 90 days after the effective date of this AD: Perform a one-time inspection of the spring bungee assembly of the NLG to ensure proper torque of the collar and correct clearance between the collar and the body of the bungee; in accordance with Canadair Regional Jet Alert Service Bulletin A601R-32-037, Revision 'A,' dated December 2, 1994 (for Model CL-600-2B19 series airplanes); or Canadair Challenger Service Bulletin 601-0454, dated May 15, 1995, as amended by Service Bulletin Information Sheet 601-0454, dated July 14, 1995 (for Model CL-600-2B16 series airplanes); as applicable.

(b) If improper torque of the collar is found, or if incorrect clearance between the collar and the body of the bungee is found: Prior to further flight, replace the spring bungee assembly with a serviceable (new or reworked) unit that has been inspected in accordance with Canadair Regional Jet Alert Service Bulletin A601R-32-037, Revision 'A', dated December 2, 1994 (for Model CL-600-2B19 series airplanes); or Canadair Challenger Service Bulletin 601-0454, dated May 15, 1995, as amended by Service Bulletin Information Sheet 601-0454, dated July 14, 1995 (for Model CL-600-2B16 series airplanes); as applicable. Accomplish the replacement in accordance with the applicable service bulletin.

(c) As of the effective date of this AD, no person shall install a spring bungee assembly having part number 600-86115-1 (for Model CL-600-2B16 series airplanes) or 600-86115-5/70 (for Model CL-600-2B19 series airplanes) on any airplane unless that assembly has been inspected and reworked, as necessary, in accordance with paragraph (a) of this AD.

(d) 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, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

(e) 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 July 1, 1996.

S. R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-17218 Filed 7-5-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 95-CE-103-AD]

Airworthiness Directives; Aerospace Technologies of Australia Pty Ltd. (formerly Government Aircraft Factory) Models N22B, N24A, and N22S Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to Aerospace Technologies of Australia Pty Ltd. (ASTA) Models N22B, N24A, and N22S airplanes that are not equipped with a part number (P/N) 1E/N-12-57 fuselage stub fin plate (MOD N759). The proposed action would require replacing the existing fuselage stub fin plate with one of improved design, P/N 1E/N-12-57. Several reports of cracks along the forward flange of the fuselage stub fin plate in the area of Rib Water Line (WL) 138.87 prompted the proposed action. The actions specified by the proposed AD are intended to prevent structural failure of the fuselage area caused by a cracked stub fin plate, which, if not detected and corrected, could result in loss of control of the airplane.

DATES: Comments must be received on or before September 6, 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-103-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

ADDRESSES: Service information that applies to the proposed AD may be obtained from Aerospace Technologies of Australia Pty Ltd., ASTA DEFENCE, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia. This information also may be examined at the Rules Docket at the address below. Send comments on the proposal in triplicate to the Federal Aviation Administration (FAA), Central Region,

Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-103-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

FOR FURTHER INFORMATION CONTACT: Mr. Ron Atmur, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5224; facsimile (310) 627-5210.

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-103-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-103-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Civil Aviation Safety Authority (CASA), which is the airworthiness authority for Australia, recently notified the FAA that an unsafe condition may