

this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next three calendar months after the effective date of this AD, unless already accomplished.

To prevent outflow/safety valve cracking and subsequent failure, which could result in rapid decompression of the airplane, accomplish the following:

(a) Replace (with a new or serviceable valve) any outflow/safety valve that does not have one of the following:

(1) The valve identification plate MOD RECORD stamped "PCA" (Poppet Change Accomplished); or

(2) A valve with an inked ATD Quality Assurance "Functional Test (FT)" stamp that is dated June 1992, or later.

(b) As of the effective date of this AD, no outflow/safety valve that is referenced in the "Applicability" section of this AD may be installed on an affected airplane.

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office (ACO), FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels ACO.

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to AlliedSignal Aerospace, Technical Publications, Department 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170; or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on August 5, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-20395 Filed 8-9-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-41-AD]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model BAe 146 Series Airplanes and Model Avro 146-RJ 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 all British Aerospace Model BAe 146 series airplanes and certain Model Avro 146-RJ series airplanes. This proposal would require a one-time inspection to detect corrosion of the direction link subassembly of the main landing gear (MLG) assembly, and repair or replacement of the direction link subassembly with a serviceable unit, if necessary. This proposal is prompted by a report of failure of the direction link subassembly due to corrosion. The actions specified by the proposed AD are intended to prevent such failures, which can result in directional control problems of the airplane during landing. **DATES:** Comments must be received by September 23, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-41-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 British Aerospace Regional Aircraft Limited, Avro International Aerospace Division, Customer Support, Woodford Aerodrome, Woodford, Cheshire SK7 1QR, England. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Backman, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; 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 96-NM-41-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. 96-NM-41-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on all British Aerospace Model BAe 146 series airplanes and certain Model Avro 146-RJ series airplanes. The CAA advises that it has received a report of a failure of a direction link subassembly of the main landing gear (MLG). Investigation revealed that the direction link subassembly was not sealed adequately to protect it from moisture. Further investigation revealed that ingress of moisture resulted in heavy corrosion on the threads of the direction link tube and the eye ends; this led to the failure of the direction link subassembly. Such failure of the direction link subassembly, if not detected and corrected in a timely manner, could result in problems with the directional control of the airplane during landing.

Explanation of Relevant Service Information

British Aerospace has issued Service Bulletin SB.32-143, dated August 22, 1995. This service bulletin describes procedures for a visual inspection to detect corrosion of the direction link subassembly of the MLG assembly, and repair or replacement of the direction link subassembly with a serviceable part, if necessary. The service bulletin also describes certain follow-on procedures (application of a jointing compound to the threads of the direction link tube) if light surface corrosion or no corrosion is detected. The service bulletin also refers to Messier-Dowty Service Bulletin 146-32-127, dated August 21, 1995, as an additional source of service information. The CAA classified the British Aerospace service bulletin as mandatory in order to assure the continued airworthiness of these airplanes in the United Kingdom.

FAAs Conclusions

This airplane model is manufactured in the United Kingdom 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 CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, 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 registered in the United States, the proposed AD would require a one-time visual inspection to detect corrosion of the direction link subassembly of the MLG assembly, and repair or replacement of the direction link subassembly with a serviceable part, if necessary. The proposed AD would also require certain follow-on procedures (application of a jointing compound to the threads of the direction link tube) if light surface corrosion is detected or if no corrosion is detected. The actions would be required to be accomplished in accordance with the British Aerospace service bulletin described previously.

Cost Impact

The FAA estimates that 52 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 3 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 \$9,360, or \$180 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.

Should an operator be required to accomplish the replacement of the link subassembly, it would be accomplished concurrently with the required inspection and take approximately no more work hours than the inspection itself. Replacement parts would cost approximately \$8,200 per airplane. Based on these figures, the cost impact of any necessary replacement action is estimated to be \$8,200 per airplane.

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:

British Aerospace Regional Aircraft Limited, Avro International Aerospace Division (Formerly British Aerospace, plc; British Aerospace Commercial Aircraft Limited): Docket 96-NM-41-AD.

Applicability: All Model BAe 146 series airplanes and Model Avro 146-RJ series airplanes, as listed in British Aerospace Service Bulletin SB.32-143, dated August 22, 1995; 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 request approval for an alternative method of compliance in accordance with paragraph (g) 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 failure of the direction link subassembly of the main landing gear (MLG), which could result in reduced directional control of the airplane during landing, accomplish the following:

(a) For airplanes that have accumulated 8,000 or more landings on the MLG assembly as of the effective date of this AD, or on which the MLG assembly was manufactured or last overhauled within 4 years prior to the effective date of this AD: Perform a visual inspection to detect corrosion of the direction link subassembly of the MLG assembly at the later of the times specified in paragraph (a)(1) or (a)(2) of this AD, in accordance with British Aerospace Service Bulletin SB.32-143, dated August 22, 1995.

Note 2: British Aerospace Service Bulletin SB.32-143, dated August 22, 1995, references Messier-Dowty Service Bulletin 146-32-127, dated August 21, 1995, as an additional source of service information.

(1) Prior to the accumulation of 12,000 total landings, or within 5 years since manufacture or last overhaul, whichever occurs first. Or

(2) Prior to the accumulation of 400 landings on the MLG assembly after the effective date of this AD, or within 2 months

after the effective date of this AD, whichever occurs first.

(b) For airplanes not subject to paragraph (a) of this AD: Perform a visual inspection to detect corrosion of the direction link subassembly of the MLG assembly at the later of the times specified in paragraph (b)(1) or (b)(2) of this AD, in accordance with British Aerospace Service Bulletin SB.32-143, dated August 22, 1995.

(1) Prior to the accumulation of 4,000 landings on the MLG assembly after the effective date of this AD. Or

(2) Within 12 months after the effective date of this AD.

(c) If no corrosion is found during the inspection required by paragraph (a) or (b) of this AD: Prior to further flight, perform the follow-on actions in accordance with British Aerospace Service Bulletin SB.32-143, dated August 22, 1995.

Note 3: "Follow-on actions," as specified in this AD, include applying jointing compound to the threads; in some case, restoring the cadmium plate; and applying sealant to the exposed threads and castellations on the direction link subassembly. These actions are described in detail in Messier-Dowty Service Bulletin 146-32-127, dated August 21, 1995.

(d) If light surface corrosion, as defined in British Aerospace Service Bulletin SB.32-143, dated August 22, 1995, is detected during the inspection required by paragraph (a) of this AD: Prior to further flight, remove the corrosion and perform the follow-on actions in accordance with the service bulletin.

(e) If any corrosion is found during the inspection required by paragraph (a) or (b) of this AD, and that corrosion is beyond the limits specified in British Aerospace Service Bulletin SB.32-143, dated August 22, 1995: Prior to further flight, replace the link subassembly in accordance with the service bulletin.

(f) As of the effective date of this AD, no person shall install a MLG or directional link subassembly unless the inspection and necessary follow-on actions of the directional link subassembly specified in paragraphs (a), (b), (c), and (d) of this AD have been performed, in accordance with British Aerospace Service Bulletin SB.32-143, dated August 22, 1995.

(g) 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, FAA, Transport Airplane Directorate. 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(h) 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 August 6, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-20429 Filed 8-9-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-139-AD]

RIN 2120-AA64

Airworthiness Directives; Jetstream Model BAe ATP 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 Jetstream Model BAe ATP airplanes. This proposal would require repetitive inspections of the ram air inlet ducts for structural integrity and security of fasteners, and repairs, if necessary. This proposal also provides an optional terminating modification for the repetitive inspections. This proposal is prompted by a report of the separation of a ram air inlet duct from the airplane during flight. The actions specified by the proposed AD are intended to prevent such separation, which could pose a hazard to persons or property on the ground.

DATES: Comments must be received by September 23, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-139-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 Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton,

Washington 98055-4056; telephone (206) 227-2148; 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 numbers 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 96-NM-139-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. 96-NM-139-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on certain Jetstream Model BAe ATP airplanes. The CAA advises that the ram air inlet duct base plate flanges can delaminate and allow the screws fastening the ducts to the airplane to pull through the duct base plate. These conditions, if not corrected, could result in the separation of a duct from the airplane during flight, which poses a hazard to persons or property on the ground.