(2) Install teflon spiral wrap on the wiring of the ceiling and sidewall lights (Modification 8/2158).

(b) 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.

(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.

Issued in Renton, Washington, on September 6, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–23443 Filed 9–12–96; 8:45 am]

BILLING CODE 4910–13–U

---

14 CFR Part 39

[Docket No. 96–NM–88–AD]

RIN 2120–AA64

Airworthiness Directives; Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 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 Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes. This proposal would require an inspection to detect cracking of the torque tube assembly of the left-hand (LH) elevator and surrounding structure; and to detect loose or sheared rivets in that assembly. It would also require either replacement or repair of discrepant parts, as appropriate. This proposal is prompted by a report of fatigue cracking found on the torque tube support of the LH elevator. The actions specified by the proposed AD are intended to ensure that cracking is detected and corrected in a timely manner so as to prevent failure of the torque tube or its support structure, which could result in reduced controllability of the airplane.

DATES: Comments must be received by October 24, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–88–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 96–NM–88–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–88–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 all Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes. The RLD advises that it has received a report of fatigue cracking of the torque tube support of the left-hand (LH) elevator on one of these airplanes. That airplane had accumulated 61,200 total landings.

The fatigue cracking of the torque tube on the left-hand side appears to be caused by heavy vibration due to the propeller wake. Cracking, and subsequent failure of the torque tube of the LH elevator and/or its support structures, if not corrected, could result in reduced controllability of the airplane.

Explanation of Relevant Service Information

Fokker has issued Service Bulletin F27/55–66, dated December 21, 1994, which describes procedures for a one-time inspection to detect cracking of the left-hand (LH) elevator torque tube and its surrounding structure. It also describes procedures for a one-time inspection to detect loose or sheared rivets of that torque tube. The service bulletin also contains procedures for either replacing or repairing any discrepancy found. The RLD classified this service bulletin as mandatory and issued Netherlands airworthiness directive BLA 1995–007(A), dated January 31, 1995, in order to assure the continued airworthiness of these airplanes in the Netherlands.

FAA's Conclusions

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.

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 inspection to detect fatigue cracking of the torque tube of the LH elevator and its surrounding structure, and repair, if necessary. This proposed AD also would require an inspection to detect loose or sheared rivets of the same torque tube assembly, and replacement with serviceable rivets, if necessary. The actions would be required to be accomplished in accordance with the service bulletin described previously.

Interim Action

This is considered interim action until final action is identified, at which time the FAA may consider further rulemaking.

Other Relevant Rulemaking

Similar cracking of the torque tube previously was reported to be found on only the right-hand elevator. The FAA has mandated inspections to detect cracking of that area by means of AD 96–13–07, amendment 39–9675 (61 FR 34718, July 3, 1996), through the F27 Structural Inspection Program.

Cost Impact

The FAA estimates that 34 Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series 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 $8,160, 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.

Should an operator be required to replace the torque tube assembly of the LH elevator, the FAA estimates that it would take approximately 2 work hours per airplane to accomplish, and that the average labor rate is $60 per work hour. Replacement of the assembly would cost approximately $1,500 per airplane. Based on these figures, the cost impact of the replacement is estimated to be $1,620 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:

Fokker: Docket 96–NM–88–AD.

Applicability: All Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes, 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 ensure that cracking is detected and corrected in a timely manner so as to prevent failure of the torque tube of the left-hand elevator or its support structure, which could result in reduced controllability of the airplane, accomplish the following:

(a) Prior to the accumulation of 45,000 total flight cycles, or within 4 months after the effective date of this AD, whichever occurs later, perform an inspection to detect cracking of the torque tube assembly and the surrounding structure of the left-hand (LH) elevator, and to detect any loose or sheared rivets of that assembly, in accordance with ''Part 1'' of the Accomplishment Instructions of Fokker Service Bulletin F27/55–66, dated December 21, 1994.

(b) If no cracking is detected, and if no loose or sheared rivet is detected, during the inspection required by paragraph (a) of this AD: No further action is required by this AD.

(c) If any discrepancy is detected during the inspection required by paragraph (a) of this AD: Accomplish the applicable requirements of paragraphs (c)(1), (c)(2), or (c)(3) of this AD at the time specified in that paragraph, and in accordance with Fokker Service Bulletin F27/55–66, dated December 21, 1994.

(1) If any cracking of the torque tube is detected, or if any loose or sheared rivet is detected: Prior to further flight, replace the discrepant part(s) in accordance with ''Part 2,'' paragraph A., of the Accomplishment Instructions of the service bulletin.

Note 2: Fokker Service Bulletin F27/55–66 references Fokker Service Bulletin F27/55–40 as an additional source of service information for procedures to replace the torque tube assembly with a serviceable assembly.

(2) If any cracking of the rib at station 300 is detected: Prior to further flight, repair in accordance with ''Part 2,'' paragraph B., of the Accomplishment Instructions of the service bulletin.

(3) If any cracking in the torque tube support is detected: Prior to further flight, accomplish the requirements of either paragraph (c)(3)(i) or (c)(3)(ii) of this AD, as applicable.

(i) If the crack length does not exceed 30 mm, stop drill the crack and, thereafter, repeat the inspection specified in paragraph (a) of this AD at intervals not to exceed 50 flight hours, in accordance with ''Part 2,'' paragraph C, of the Accomplishment Instructions of the service bulletin.

(ii) If the crack length exceeds 30 mm, repair in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(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, 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 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.

(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 September 6, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–23442 Filed 9–12–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–SW–06–AD]

Airworthiness Directives; Hiller Aircraft Corporation Model UH–12, UH–12A, UH–12B, UH–12C, UH–12D, UH–12E, CH–112, H23A, H–23B, H–23C, H–23D, H–23F, HTE–1, HTE–2, and OH–23G Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of an existing airworthiness directive (AD), applicable to Hiller Aircraft Corporation Model UH–12, UH–12A, UH–12B, UH–12C, UH–12D, UH–12E, CH–112, H–23A, H–23B, H–23C, H–23D, H–23F, HTE–1, HTE–2, and OH–23G helicopters, and Model UH–12D and UH–12E helicopters, converted to turbine engine power in accordance with Supplemental Type Certificate (STC) No.'s SH177WE and SH178WE, that currently requires inspections of the control rotor blade spar tube (blade spar tube) and cuff for cracks, and repair or replacement as necessary. This action would require inspections of the blade spar tube and cuff for corrosion or cracks, or elongation, corrosion, burrs, pitting or fretting of the bolt holes, and repair as necessary, and would define specific intervals in which the inspections must be performed. This proposal is prompted by analyses that showed that the amount of calendar time that elapses between the current repetitive inspections may allow corrosion to develop. The actions specified by the proposed AD are intended to prevent separation of the control rotor blade assembly and subsequent loss of control of the helicopter.

DATES: Comments must be received by November 12, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96–SW–06–AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. 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 Hiller Aircraft Corporation, 7980 Enterprise Dr., Newark, California 94560–3497. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

FOR FURTHER INFORMATION CONTACT: Mr. Charles Matheis, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount. Blvd., Lakewood, California 90712–4137, telephone (310) 627–5235, fax (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 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 No. 96–SW–06–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, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96–SW–06–AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

Discussion

On October 4, 1974, the FAA issued AD 74–21–05, Amendment 39–1990 (39 FR 36855, October 15, 1974), to require, within the next 25 hours time-in-service (TIS) after the effective date of the AD, unless already accomplished within the last 25 hours TIS, and thereafter, at intervals of 100 hours TIS, inspections, and repair or replacement, as necessary, of the blade spar tube and cuff. On March 24, 1977, the FAA issued superseding AD 77–07–05, Amendment 39–2862 (42 FR 17868, April 4, 1977) to require, within the next 100 hours TIS after the effective date of the AD, unless already accomplished within the last 100 hours TIS, and thereafter, at intervals of 100 hours TIS, inspections of the blade spar tube and cuffs for cracks, corrosion or excessive wear of the outboard retention bolts, and repair or replacement, if necessary; and to establish a service life of 6,860 hours TIS. Then, on June 3, 1977, the FAA issued a revision to Amendment 39–2862 (42 FR 30604, June 16, 1977), AD 77–07–05, which required, within the next 25 hours time-in-service (TIS) after the effective date of the AD, unless previously accomplished within the last 25 hours TIS, and thereafter at intervals not to exceed 50 hours TIS from the date of the last inspection, dye penetrant inspections of the cuff for cracks, and replacement as necessary. That action was prompted by a determination made by the FAA that the data originally furnished as to the availability of replacement parts was inaccurate. Also, the FAA determined that the service experience and the use of repetitive dye penetrant inspections at intervals not to exceed 50 hours TIS, would provide an adequate level of safety and would avoid the unnecessary grounding of aircraft. The requirements of that AD are intended to prevent separation of the control rotor blade assembly and subsequent loss of control of the helicopter.

Since the issuance of that AD, FAA analyses have shown that the amount of calendar time that elapses between the current repetitive inspections may allow corrosion to develop. Additionally, the FAA has determined that the AD should also apply to those model helicopters that have been converted to turbine