14 CFR Part 39

[Docket No. 96–NM–231–AD; Amendment 39–9755; AD 96–19–08]

RIN 2120–AA64

Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Saab Model SAAB 2000 series airplanes. This action requires repetitive visual inspections to detect whether the de-icing system boots on the horizontal stabilizer are inflating fully. It also requires modification of the stabilizer de-icing system tube as terminating action for the repetitive inspections. This amendment is prompted by reports indicating that condensational water may collect in the de-icing system tube, freeze in low temperatures, and keep the boots from inflating fully. The actions specified in this AD are intended to prevent such failure which, if not corrected, could keep the stabilizer de-icing system from operating properly, and consequently result in reduced controllability of the airplane.

DATES: Effective October 1, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 1, 1996.

Comments for inclusion in the Rules Docket must be received on or before November 15, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–231–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from SAAB Aircraft AB, SAAB Aircraft Product Support, S–581.88, Linköping, Sweden. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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: The Luftfartsverket (LFV), which is the airworthiness authority for Sweden, recently notified the FAA that an unsafe condition may exist on certain Saab Model SAAB 2000 series airplanes. The LFV advises that it has received reports indicating that the de-icing system boots on the horizontal stabilizer do not always inflate fully in low temperatures. Condensational water, which collects in the stabilizer de-icing system, can freeze in low temperatures and prevent air from moving through the de-icing tube and properly inflating the boots. This condition, if not corrected, could result in failure of the de-icing system for the horizontal stabilizer, consequently leading to reduced controllability of the airplane.

In addition, the LFV has received reports indicating that the Engine Indication and Crew Alerting System (EICAS) displays in the cockpit continue to show that the de-icing system is operating properly although the stabilizer boots may not be inflating fully; consequently, the flightcrew is not aware that this system is not operating properly.

Explanation of Relevant Service Information

Saab has issued Service Bulletin SAAB 2000–30–006, dated December 22, 1995, which describes procedures for modifying the de-icing system tube. Modification is accomplished by drilling a hole in the tube. The LFV classified this service bulletin as mandatory and issued Swedish airworthiness directive (SAD) 1–084, dated January 3, 1996, in order to assure the continued airworthiness of these airplanes in Sweden.

In that SAD, the LFV also required repetitive visual inspections of the stabilizer de-icing boots prior to modification of the de-icing tube, and established conditions for conducting those inspections.

FAA's Conclusions

This airplane model is manufactured in Sweden 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 LFV has kept the FAA informed of the situation described above. The FAA has examined the findings of the LFV, 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 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, this AD is being issued to prevent condensational water from collecting in the tube of the de-icing system on the horizontal stabilizer. This AD requires repetitive visual inspections of the stabilizer de-icing boots after each flight to determine if they are operating fully. This AD also requires the de-icing tube to be modified by drilling a hole to allow condensational water to drain; such modification constitutes terminating action for the repetitive inspections. The modification is required to be accomplished in accordance with the service bulletin described previously.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 96–NM–231–AD.'' The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a ''significant regulatory action'' under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

96–19–08 Saab Aircraft AB: Amendment 39–9755. Docket 96–NM–231–AD.

Applicability: Model SAAB 2000 series airplanes having serial numbers 004 through 030, 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 (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 condensational water from collecting in the tube of the de-icing system for the horizontal stabilizer, which could cause the system to fail in low temperatures, and consequently lead to reduced controllability of the airplane, accomplish the following:

(a) Within 10 days after the effective date of this AD, conduct a visual inspection of the boots of the stabilizer de-icing system to determine whether the boots on the horizontal stabilizer are inflating fully. This inspection shall be conducted while the airplane is parked, using the Auxiliary Power Unit (APU) bleed air to operate the stabilizer de-icing system for one cycle, to determine whether the boots on the horizontal stabilizer have inflated fully.

(1) If the boots inflate fully, repeat the inspection after each flight until the modification required by paragraph (b) of this AD has been accomplished.

(2) If the boots do not inflate fully, prior to further flight, perform the modification required by paragraph (b) of this AD.

(b) Within 30 days after the effective date of this AD, modify the tube in the stabilizer de-icing system by drilling a hole, in accordance with Saab Service Bulletin SAAB 2000–30–006, dated December 22, 1995. This modification constitutes terminating action for the visual inspections required by paragraph (a) of this AD.

(c) As of the effective date of this AD, no person shall install on any airplane a de-icing tube having Saab part number (P/N) 7330100–542 (on Model SAAB 2000 series airplanes having serial numbers 004 through 008, inclusive) or P/N 7330101–651 (on Model SAAB 2000 series airplanes having serial numbers 009 through 030, inclusive) unless that tube has been modified in accordance with Saab Service Bulletin SAAB 2000–30–006, dated December 22, 1995, prior to installation.

(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, 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 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.

(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.

(f) The modification shall be done in accordance with Saab Service Bulletin SAAB 2000–30–006, dated December 22, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from SAAB Aircraft AB, SAAB Aircraft Product Support, S–581.88, Linköping, Sweden. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on October 1, 1996.

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

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–23242 Filed 9–13–96; 8:45 am]

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FEDERAL TRADE COMMISSION

16 CFR Part 305

Rule Concerning Disclosures Regarding Energy Consumption and Water Use of Certain Home Appliances and Other Products Required Under the Energy Policy and Conservation Act (''Appliance Labeling Rule'')

AGENCY: Federal Trade Commission.

ACTION: Final rule.

SUMMARY: The Federal Trade Commission (''Commission'') amends its Appliance Labeling Rule by publishing new ranges of comparability to be used on required labels for dishwashers, instantaneous water heaters, and central air conditioners and heat pumps sold as single package units. The Commission also announces that the current ranges of comparability for storage-type water heaters, heat pump water heaters, pool heaters, room air conditioners, furnaces, boilers, and