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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 Pratt & Whitney, Publications Department, Supervisor Technical Publications Distribution, M/S 132-30, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(h) This amendment becomes effective on November 18, 1996.

Issued in Burlington, Massachusetts, on August 15, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-22771 Filed 9-16-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-216-AD; Amendment 39-9757; AD 96-19-10]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 767 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 Boeing Model 767 series airplanes. This action requires a one-time inspection to detect discrepancies of the main battery shunt, and replacement with a serviceable part, if necessary. This action also requires inspection of certain wires, washers, and brass jam nuts to detect any discrepancy, and replacement with a serviceable part, if necessary. Additionally, this action requires inspection, and adjustment if necessary, of the torque and resistance of the installation of the main battery ground stud. This amendment is prompted by reports of interruptions of electrical power during flight due to improper installation of the main battery shunt and ground stud connection of the main battery. The actions specified in this AD are intended to prevent such electrical power interruptions, which could result

in loss of battery power to the source of standby power for the airplane.

DATES: Effective October 2, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 2, 1996.

Comments for inclusion in the Rules Docket must be received on or before November 18, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-216-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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: Chris Hartonas, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2864; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: The FAA recently received a report indicating that interruptions of electrical power occurred during flight on a Boeing Model 767 series airplane. These power interruptions resulted in the loss of battery power to the hot battery bus (HBB). The HBB is the source of standby power to the airplane. Investigation revealed that the reported loss of power to the HBB occurred due to cracked shunts, improper installation of fasteners on the shunt studs, and improper torque of shunt fasteners. It appears that the improper installation of fasteners on the shunt studs and improper torque of shunt fasteners occurred during manufacture.

Loose fasteners on the shunt studs can create an open circuit or high resistance in the connection of the main battery ground stud, which can cause an interruption of the battery charger and the loss of the HBB. The loss of the HBB and associated loads will cause multiple advisory level messages on the Engine Indication and Crew Alerting System

(EICAS); loss of power to the standby buses/loads during standby operation; and the potential loss of center bus power. Such loss of standby power could adversely affect the function of the following systems:

1. the captain's standby instruments,
2. flight control electronics,
3. Very High Frequency (VHF) communications,
4. thrust reverser control,
5. standby ignition,
6. passenger oxygen,
7. fire detection and extinguishing, and
8. wing and engine anti-ice systems, among others.

Improper installation of the main battery shunt and ground stud connection of the main battery, if not corrected, could cause an interruption of electrical power and loss of battery power to the HBB during flight.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 767-24A0112, Revision 1, dated August 8, 1996, which describes procedures for inspection of the main battery shunt to detect contaminated fasteners, missing pressure washers or washers having an incorrect part number, or damage to the terminal posts or to the plastic base, and replacement of the main battery shunt, if necessary. The alert service bulletin also describes inspection of certain wire, washers, and brass jam nuts to detect any discrepancy, and replacement of any discrepant part with a serviceable part. Additionally, the alert service bulletin describes procedures for an inspection of the main battery ground stud to verify the torque and resistance, and adjustment of the torque and resistance, if necessary.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other Boeing Model 767 series airplanes of the same type design, this AD is being issued to prevent interruption of the electrical power during flight, which could result in loss of battery power to the source of standby power for the airplane. This AD requires inspection of the main battery shunt to detect contaminated fasteners, missing pressure washers or washers having an incorrect part number, or

damage to the terminal posts or to the plastic base, and replacement of the main battery shunt, if necessary. This AD also requires inspection of certain wire, washers, and brass jam nuts to detect any discrepancy, and replacement of any discrepant part with a serviceable part. Additionally, this AD requires an inspection of the main battery ground stud to verify the torque and resistance, and adjustment of the torque and resistance, if necessary. The actions are required to be accomplished in accordance with the alert 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-216-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:

96-19-10 Boeing: Amendment 39-9757.

Docket 96-NM-216-AD.

Applicability: Model 767 series airplanes, as listed in Boeing Alert Service Bulletin 767-24A0112, Revision 1, dated August 8, 1996; 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 (b) 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 interruptions of electrical power during flight, which could result in loss of battery power to the source of standby power for the airplane, accomplish the following:

(a) Within 45 days after the effective date of this AD, accomplish the actions specified in paragraphs (a)(1), (a)(2) and (a)(3) of this AD, in accordance with Boeing Alert Service Bulletin 767-24A0112, Revision 1, August 8, 1996.

(1) Perform an inspection of the main battery shunt, to detect any contaminated fasteners, missing pressure washers or washers having an incorrect part number, or damage to terminal posts or to the plastic base. If any discrepancy is found, prior to further flight, replace the main battery shunt, in accordance with the alert service bulletin.

(2) Perform an inspection of the wires, washers, and brass jam nuts to detect any contamination or damage. If any discrepancy is found, prior to further flight, replace the discrepant part with a serviceable part, in accordance with the alert service bulletin.

(3) Inspect the torque and electrical resistance of the installation of the main battery ground stud, and adjust the torque and electrical resistance of the ground stud, in accordance with the alert service bulletin.

(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, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

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

(d) The actions shall be done in accordance with Boeing Alert Service Bulletin 767-24A0112, Revision 1, dated August 8, 1996. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-

2207. 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.

(e) This amendment becomes effective on October 2, 1996.

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

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-23447 Filed 9-16-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-CE-36-AD; Amendment 39-9726; AD 96-18-02]

RIN 2120-AA64

Airworthiness Directives; American Champion Aircraft Corporation Models 8KCAB, 8GCBC, 7GCBC, 7ECA, 7GCAA, and 7KCAB Airplanes; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This action makes a correction to Airworthiness Directive (AD) 96-18-02, which was published in the Federal Register on August 28, 1996 (61 FR 44157), and concerns American Champion Aircraft Corporation Models 8KCAB, 8GCBC, 7GCBC, 7ECA, 7GCAA, and 7KCAB airplanes. Reference to the Model 7GCAA airplanes in the Applicability section of that AD is incorrect (referred to as Model 7GCCA airplanes). All other reference is correct. The AD currently requires installing removable inspection hole covers for the wing front strut attach fittings, and replacing the wing front strut attach fittings with fittings of improved design. This action corrects the AD to reflect the correct airplane model designation in the Applicability section.

EFFECTIVE DATE: September 20, 1996.

FOR FURTHER INFORMATION CONTACT: Ms. Karen Forest, Aerospace Engineer, Federal Aviation Administration (FAA), Chicago Aircraft Certification Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018; telephone (847) 294-7697; facsimile (847) 294-7834.

SUPPLEMENTARY INFORMATION: On August 20, 1996, the FAA issued AD 96-18-02, Amendment 39-9726 (61 FR 44157, August 28, 1996), which applies to American Champion Aircraft Corporation Models 8KCAB, 8GCBC, 7GCBC, 7ECA, 7GCAA, and 7KCAB airplanes. This AD requires installing

removable inspection hole covers for the wing front strut attach fittings, and replacing the wing front strut attach fittings with fittings of improved design.

Need for the Correction

Reference to the Model 7GCAA airplanes in the Applicability section of AD 96-18-02 is incorrect (referred to as Model 7GCCA airplanes). All other reference is correct. As written, operators of the American Champion Aircraft Corporation Model 7GCAA airplanes would not know that AD 96-18-02 applied to their airplanes if the Applicability section was the only part of the AD they referenced.

Correction of Publication

Accordingly, the publication of August 28, 1996 (61 FR 44157), of Amendment 39-9726; AD 96-18-02, which was the subject of FR Doc. 96-21746, is corrected as follows:

§ 39.13 [Corrected]

On page 44159, in the second column, § 39.13, the Applicability section of the AD, the 34th line from the top of the column, correct "7GCCA" to "7GCAA".

Action is taken herein to correct this reference in AD 96-18-02 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains September 20, 1996.

Issued in Kansas City, Missouri on September 10, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-23706 Filed 9-16-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-63-AD; Amendment 39-9759; AD 96-19-13]

RIN 2120-AA64

Airworthiness Directives; Gates Learjet Model 35 and 36 Series Airplanes Modified by Raisbeck Supplemental Type Certificate (STC) SA766NW

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Gates Learjet Model 35 and 36 series airplanes that have been modified in accordance with Raisbeck Supplemental Type Certificate (STC) SA766NW, that requires a reduction of the maximum operating

limit speed on the affected airplanes to prevent encountering certain potentially hazardous conditions. This amendment is prompted by reports of incidents of aileron buffet or buzz experienced during high speed cruise. The actions specified by this AD are intended to prevent aileron buffet or buzz conditions, which can result in the deterioration of the aircraft lateral control system characteristics to an unacceptable level.

EFFECTIVE DATE: October 22, 1996.

ADDRESSES: Information concerning the subject of this rule may be obtained from Jet Air Corporation, P.O. Box 245, Bellevue, Washington 98009. Information concerning this rulemaking action may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Stan Wood, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2772; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Gates Learjet Model 35 and 36 series airplanes that have been modified in accordance with Raisbeck Supplemental Type Certificate (STC) SA766NW was published in the Federal Register on May 13, 1996 (61 FR 21982). That action proposed to require a reduction of the maximum operating limit speed on the affected airplanes to prevent encountering certain potentially hazardous conditions.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

Request to Require New Part Numbers of Modified Parts

One commenter requests that the proposal be revised to require that, once the overspeed warning switch is recalibrated and the airspeed indicators are modified [in accordance with OPTION I of the proposed AD], new part numbers should be assigned to those items. Additionally, the commenter requests that a parts catalog supplement be issued with the STC, calling out the correct new part number of the devices for future reference by maintenance personnel. The commenter considers that merely ink-stamping