

(c) 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.

(d) 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.

(e) The replacements shall be done in accordance with Fokker Service Bulletin SBF100-35-004, dated May 17, 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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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.

(f) This amendment becomes effective on October 23, 1996.

Issued in Renton, Washington, on September 10, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 96-CE-42-AD; Amendment 39-9763; AD 96-16-06]

RIN 2120-AA64

Airworthiness Directives; Weatherly Aviation Company, Inc., Models 620A and 620B Airplanes

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the Federal Register an amendment adopting Airworthiness Directive (AD) 96-16-06, which was sent previously to all known U.S. owners and operators of certain Weatherly Aviation Company, Inc., (Weatherly) Models 620A and 620B airplanes. This AD requires inspecting all wing hinge pins, part number (P/N) 40852-001, at the main wing-to-center section attachment (four per airplane)

for depth of the threaded ends, length of the pin, and position of the pin; and replacing or repositioning any pin, as necessary. A report received by the Federal Aviation Administration of manufacturing deficiencies at the area of the main wing center section attachment prompted the AD. The actions specified by this AD are intended to prevent failure of the wing hinge pin, which could result in the wing separating from the fuselage.

DATES: Effective October 6, 1996, to all persons except those to whom it was made immediately effective by priority letter AD 96-16-06, issued July 26, 1996, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 6, 1996.

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

ADDRESSES: Submit comments in triplicate to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-42-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from the Weatherly Aviation Company, Inc., 2100 Flightline Drive, suite 1, P.O. Box 68, Lincoln, California 95648. This information may also be examined at the Rules Docket at the address above, or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. William Roberts, Aerospace Engineer, Los Angeles ACO, FAA, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (310) 627-5228.

SUPPLEMENTARY INFORMATION:

Events Leading to the AD

The FAA received a report of manufacturing deficiencies on certain Weatherly Models 620A and 620B airplanes. In particular:

- the wing hinge pins, part number (P/N) 40852-001, at the main wing spar wing-to-center section attachment could be too short and/or misaligned, which could result in the pins not properly securing the wing to the fuselage for ultimate airplane loads; and
- the threaded ends of the wing hinge pin retaining bolt holes could be drilled too deep, which could result in excessive stress load on the wing

hinge pins with subsequent wing hinge pin failure.

Applicable Service Information

Weatherly Aviation Company, Inc., has issued Service Note No. 15, dated July 17, 1996, which specifies procedures for inspecting the P/N 40852-001 wing hinge pins for depth of the threaded ends, overall length, and pin position.

Explanation of the Provisions of This Action

Since an unsafe condition has been identified that is likely to exist or develop in other Weatherly Models 620A and 620B airplanes of the same type design that are equipped with at least one P/N 40852-001 hinge pin from a manufacturing lot that could have the above-referenced quality control problems, the FAA issued priority letter AD 96-16-06 on July 26, 1996, to prevent failure of the wing hinge pin. The AD requires inspecting all wing hinge pins, P/N 40852-001, at the main wing-to-center section attachment (four per airplane) for depth of the threaded ends, length of the pin, and position of the pin; and replacing or repositioning any pin, as necessary. Accomplishment of the inspections is in accordance with the instructions in Weatherly Aviation Company, Inc., Service Note No. 15, dated July 17, 1996. The replacement or repositioning is accomplished in accordance with the applicable maintenance manual.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on July 26, 1996 to all known U.S. operators of the following Weatherly model and serial number airplanes:

Model	Serial Nos.
620A	1520 through 1614.
620B	1616 through 1628.

These conditions still exist, and the AD is hereby published in the Federal Register as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective as to all persons.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to 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 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 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 No. 96-CE-42-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 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 USC 106(g), 40113, 44701.

§ 39.13 [AMENDED]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

96-16-06 Weatherly Aviation Company, Inc.: Amendment 39-9763; Docket No. 96-CE-42-AD.

Applicability: The following model and serial number airplanes, certificated in any category, that are equipped with at least one part number (P/N) 40852-001 hinge pin:

Model	Serial Nos.
620A	1520 through 1614.
620B	1616 through 1628.

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 prior to further flight after the effective date of this AD, unless already accomplished, except to those operators receiving this action by priority letter issued July 26, 1996, which made these actions effective immediately upon receipt.

To prevent failure of the wing hinge pin, which could result in the wing separating from the fuselage, accomplish the following:

(a) Inspect the wing hinge pins, P/N 40852-001, at the main spar wing-to-center section attachment (four per airplane) for the following in accordance with the instructions in Weatherly Aviation Company, Inc., Service Note No. 15, dated July 17, 1996:

(1) Inspect for the depth of the threaded ends per figure 1 of Weatherly Aviation Company, Inc., Service Note No. 15, dated July 17, 1996. If the depth exceeds .84 inches, prior to further flight, replace the pin in accordance with the applicable maintenance manual.

(2) Inspect for the overall length per figure 1 of Weatherly Aviation Company, Inc., Service Note No. 15, dated July 17, 1996. If the length is less than 3.06 inches, prior to further flight, replace the pin in accordance with the applicable maintenance manual.

(3) Inspect the position of the pin to ensure it is centered in the spar hinges. If the pin position is not centered in the spar hinges, prior to further flight, center the pin and tighten the cap retainer bolts evenly as specified in Weatherly Aviation Company, Inc., Service Note No. 15, dated July 17, 1996, and in accordance with the applicable maintenance manual.

Note 2: Although not required by this AD, it is encouraged that all pins that require replacement be returned to the Weatherly Aviation Company, Inc., 2100 Flightline Drive, suite 1, P.O. Box 68, Lincoln, California 95648.

(b) Send the results of the inspection required by paragraph (a) of this AD within 10 calendar days after the inspection to the Manager, Los Angeles Aircraft Certification Office (ACO), Attention: W. Roberts, FAA, 3960 Paramount Boulevard, Lakewood, California 90712-4137. Include the airplane serial number, and the condition and number of hours time-in-service of each deficient wing hinge pin at the time of inspection. (Reporting approved by the Office of Management and Budget under OMB no. 2120-0056.)

(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. The hopper must be empty during this flight.

(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, Los Angeles ACO, at the address specified in paragraph (b) of this AD. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

(e) The inspections required by this AD shall be done in accordance with Weatherly Aviation Company, Inc., Service Note No. 15, dated July 17, 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 the Weatherly Aviation Company, Inc., 2100 Flightline Drive, suite 1, P.O. Box 68, Lincoln, California 95648. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal

Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment (39-9763) becomes effective on October 6, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 96-16-06, issued July 26, 1996, which contained the requirements of this amendment.

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

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-23715 Filed 9-17-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-249-AD; Amendment 39-9758; AD 96-19-12]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F28 Mark 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, that requires inspection and adjustment of the torque value of the attaching parts of the interlock mechanism of the large cargo doors, removal of a spring from that mechanism, and installation of a new microswitch bracket. This amendment is prompted by a report indicating that a spring on the interlock lever of the large cargo doors may become disconnected or the lever may become jammed in the "activated" state. The actions specified by this AD are intended to prevent the spring from becoming disconnected or the lever from jamming. If other failures occur, the flightcrew could dispatch the airplane with improperly locked cargo doors; this condition could result in the opening and/or separation of the cargo doors while the airplane is in flight and subsequent rapid decompression and/or structural damage to the airplane.

DATES: Effective October 23, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 23, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the Federal Aviation Administration (FAA), Transport

Airplane Directorate, Rules Docket, 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: Tim Dulin, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2141; fax (206) 227-1149.

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 Fokker Model F28 Mark 0100 series airplanes was published in the Federal Register on July 19, 1995 (60 FR 37038). For certain airplanes, that action proposed to require an inspection to determine the torque value of the attaching parts of the interlock mechanism of the large cargo doors, and adjustment of the torque values that are outside certain limits. For other airplanes, the action proposed to require removal of a spring from the interlock mechanism of the large cargo doors, and installation of a new microswitch bracket and two new springs in the interlock mechanism.

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

Support for the Proposal

One commenter supports the proposed rule.

Request for Extension of Compliance Time

One commenter requests that the compliance time for the proposed actions be extended from the proposed 6 months to 12 months. This commenter, a U.S. operator, states that its fleet includes 40 of the 61 U.S.-registered airplanes that would be affected by the rule. Extending the compliance time to 12 months will allow the commenter to accomplish the required modifications during a scheduled "C" check, when the airplanes are brought to the main maintenance base for an extended hold. Adoption of the proposed 6-month compliance time would require that this commenter special-schedule its airplanes for the accomplishment of the modification at stations other than the main base; however, adoption of a 12-month compliance time would allow this commenter's fleet to be modified at the same place and by the same technicians familiar with the task.

The FAA does not concur with the commenter's request. In developing an appropriate compliance time for this AD, the FAA considered not only the safety implications, but the manufacturer's recommendations, the Dutch airworthiness authority's recommendations, the availability of required parts, and the practical aspect of accomplishing the modification within an interval of time that parallels normal scheduled maintenance for affected operators. The FAA also considered the fact that the referenced Fokker service bulletin (containing the procedures for accomplishing the required actions) has been available to all operators of Fokker Model F28 Mark 0100 series airplanes since August 1993; therefore, U.S. operators have had ample time since then to consider initiating those actions, which this AD ultimately mandates. In light of all of these items, the FAA finds that 6 months is the appropriate period of time that affected airplanes can be permitted to continue to operate without compromising safety. Under the provisions of paragraph (b) of the final rule, however, the FAA may consider requests for adjustments to the compliance time if data are submitted to substantiate that such an adjustment would provide an acceptable level of safety.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 61 airplanes of U.S. registry will be affected by this AD.

For 7 of these airplanes, it will take approximately 6 work hours per airplane to accomplish the required inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators of these airplanes is estimated to be \$2,520, or \$360 per airplane.

For the other 54 airplanes, it will take approximately 12 work hours per airplane to accomplish the required removal and installation, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$1,200 per airplane. Based on these figures, the cost impact of the removal and installation required by this AD on U.S. operators of these airplanes is estimated to be \$103,680, or \$1,920 per airplane.