

(i) If no kit listed in Table 1—Modification List is found to be installed, no further action is required by this AD.

(ii) If any kit listed in Table 1 is found to be installed, prior to further flight, perform the various follow-on actions in accordance with the service bulletin. (The follow-on actions include an inspection to detect black film insulation, removal of any black film insulation, an inspection to detect corrosion, repair of corroded structure, and installation of new silver blankets.) However, in lieu of repairing corroded structure in accordance with service bulletin, the repair of any corrosion shall be done in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate.

(2) If any black film insulation is detected, prior to further flight, perform the follow-on actions in accordance with the service bulletin. (The follow-on actions include removal of any black film insulation, an inspection to detect corrosion, repair of any corroded structure, and installation of new silver blankets.) However, in lieu of repairing corroded structure in accordance with service bulletin, the repair of any corrosion shall be done in accordance with a method approved by the Manager, New York ACO.

(d) As of the effective date of this AD, no person shall install black Orcon film insulation, part number AN46B/AN36B, on any airplane.

(e) 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 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.

(f) 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 23, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-24890 Filed 9-27-96; 8:45 am]

BILLING CODE 4910-13-U

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain Beech Model 400A and 400T series airplanes, that currently requires an inspection of certain flap roller retention components to detect discrepant or missing parts; replacement of those parts; and installation of new washers on the roller attach bolts. This proposed action would require the replacement of certain previously-installed washers with new and stronger washers. It would also expand the applicability of the rule to include additional airplanes. This proposal is prompted by reports indicating that some locking tab washers on the roller attach bolt could fail, due to the absence of an inner tang. The actions specified by the proposed AD are intended to prevent the loss of roller attach nuts and the flap roller, which could result in the loss of a flap when the airplane is subject to load limit conditions, and, consequently lead to reduced controllability of the airplane.

DATES: Comments must be received by November 8, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-158-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 Raytheon Aircraft Corporation, Commercial Service Department, P.O. Box 85, Wichita, Kansas 67201-0085. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington, or the FAA, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas.

FOR FURTHER INFORMATION CONTACT: Larry Engler, Aerospace Engineer, Airframe Branch, ACE-115W, FAA, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4122; fax (316) 946-4407.

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-158-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-158-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On June 23, 1994, the FAA issued AD 94-14-06, amendment 39-8958 (59 FR 35234, July 11, 1994), applicable to certain Beech Model 400A and 400T (Military T-1A) series airplanes. That AD requires a one-time inspection of the flap roller retention components to detect discrepant or missing parts; the replacement of such parts, if necessary; and the installation of new washers, tab washers, and flat washers on the roller attach bolts.

That action was prompted by reports indicating that some locking washers were missing inner tabs; such discrepancies would prevent these washers from locking. The requirements of that AD are intended to prevent loss of the main or aft flap surface, which could lead to reduced controllability of the airplane.

14 CFR Part 39

[Docket No. 96-NM-158-AD]

RIN 2120-AA64

Airworthiness Directives; Beech Model 400A, 400T (Military T-1A), and 400T (Military TX) Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

Actions Since Issuance of Previous Rule

Since the issuance of that AD, the FAA has received reports indicating that the locking washers that were required to be installed by AD 94-14-06 are missing tabs, have undersized tabs, or lack inner tangs; any such discrepancy would prevent a locking washer from functioning. This condition, if not corrected, could ultimately result in the loss of a flap and reduced controllability of the airplane. (No such failures have occurred, however.) Recently, improved locking washers have been developed that will preclude the new problems that have been identified.

In addition, the manufacturer has advised the FAA that additional airplanes—Model 400T (military TX) series airplanes—have been identified that are subject to the unsafe condition addressed by AD 94-14-06. These airplanes were not included in the applicability of that AD.

Explanation of Relevant Service Information

The FAA has reviewed and approved Raytheon Service Bulletin No. 2522, Revision 1, dated May 1996. The original issue of this service bulletin was referenced in AD 94-14-06 as the appropriate source of service information. This revised service bulletin describes the following:

1. Procedures for replacement of the washers, tab washers, and flat washers on roller attach bolts of the left and right flaps that were previously installed in accordance with the original issue of the service bulletin and in accordance with the requirements of AD 94-14-06. These are to be replaced with new washers, tab washers (which are also stronger) and flat washers.

2. New procedures for inspecting and replacing, if necessary, roller attach nuts and bolts; and for installing the new washers, tab washers (which are also stronger), and flat washers on those bolts.

The revised service bulletin also includes additional airplanes in its effectivity listing that have been identified as subject to the same problems that prompted the issuance of the service bulletin (and AD 94-14-06).

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 94-14-06. It would require the following actions:

1. For airplanes that have been inspected previously, and on which the

washers, tab washers, and flat washers have been installed in accordance with AD 94-14-06: Those washers would be required to be replaced with new washers (including the stronger tab washers).

2. For airplanes that have not been inspected previously and have not had the washers, tab washers, and flat washers replaced; and for airplanes that were not included in the applicability of AD 94-14-06: These airplanes would be required to be inspected for discrepancies in the roller attach nuts and bolts of the flaps would be required, and discrepant parts replaced. In addition, the new washers, including the stronger tab washers, would be required to be installed on the attach bolts.

These proposed actions would be required to be accomplished in accordance with the Raytheon service bulletin described previously.

Cost Impact

There are approximately 212 Beech Model 400A and 400T series airplanes of the affected design in the worldwide fleet. The FAA estimates that 183 airplanes of U.S. registry would be affected by this proposed AD.

It is estimated that 102 of the U.S.-registered airplanes would be required to have the washers replaced with new and stronger washers. This action would take approximately 2 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$25 per airplane. Based on these figures, the cost impact of the proposed replacement action on U.S. operators of these airplanes is estimated to be \$14,790, or \$145 per airplane.

It is estimated that 81 of the U.S.-registered airplanes would be required to be inspected for discrepancies of the roller attach nuts and bolts, and would require the installation of new washers. Those actions would take approximately 6 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$100 per airplane. Based on these figures, the cost impact of the proposed actions on U.S. operators of these airplanes is estimated to be \$37,260, or \$460 per airplane.

The cost impact figures discussed above are 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.

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 removing amendment 39-8958 (59 FR 35234, July 11, 1994), and by adding a new airworthiness directive (AD), to read as follows:

Beech Aircraft Corporation: Docket 96-NM-158-AD. Supersedes AD 94-14-06, Amendment 39-8958.

Applicability: Model 400A and 400T series airplanes; as listed in Beech Service Bulletin No. 2522, dated January 1994, and Raytheon Service Bulletin No. 2522, Revision 1, dated May 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 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 loss of roller attach nuts and the flap roller, which could result in the loss of a flap when the airplane is subject to load limit conditions, and consequently lead to reduced controllability of the airplane; accomplish the following:

(a) For airplanes listed in Beech Service Bulletin No. 2522, dated January 1994, on which the inspection and installation of washers, tab washers, and flat washers have been accomplished prior to the effective date of this AD in accordance with that service bulletin, and in accordance with the requirements of AD 94-14-06, amendment 39-8958: Prior to the accumulation of 200 hours time-in-service or within one year after the effective date of this AD, whichever occurs first, remove the washers, tab washers, and flat washers, having part numbers specified in Table 1 of this AD, from the roller attach bolts of the left and right flaps, and replace them with new washers, tab washers, and flat washers, having part numbers specified in Table 2 of this AD, in accordance with Part I of Raytheon Service Bulletin No. 2522, Revision 1, dated May 1996.

TABLE 1.—PARTS TO BE REPLACED

Part	Beech Part Number
Tab Washers	NAS460-616 MS27111-3 168AS-06-02
Flat Washers	AN960D616L
Washers	AN960-616

TABLE 2.—NEW REPLACEMENT PARTS

Part	Beech Part Number
Tab Washers	45A16122-37
Flat Washers	AN960D616L
Washers	AN960-616

(b) For all other airplanes not subject to paragraph (a) of this AD: Prior to the accumulation of 200 hours time-in-service after the effective date of this AD, or within one year after the effective date of this AD, whichever occurs first, accomplish the actions specified in paragraphs (b) (1) and (b) (2) of this AD:

(1) Perform an inspection of the roller attach nuts and bolts for the flaps to detect discrepancies (i.e., flattened, worn or damaged threads, damaged keyway of bolts, etc.), in accordance with Part II of Raytheon Service Bulletin No. 2522, Revision 1, dated

May 1996. If any discrepancies are found, prior to further flight, replace the discrepant parts with new or serviceable parts, in accordance with the service bulletin. And

(2) Remove the washers, tab washers, and flat washers from the roller attachment bolts of the left and right flaps, and replace them with new washers, tab washers, and flat washers that have part numbers specified in Table 2 of this AD, in accordance with Part I of Raytheon Service Bulletin No. 2522, Revision 1, dated May 1996.

(c) As of the effective date of this AD, no person shall install on any airplane any tab washer for the roller attach bolt, having Beech part number 168AS-06-2, NAS460-616, or MS27111-3.

(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, Wichita Aircraft Certification Office (ACO), FAA, Small 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, Wichita ACO.

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

(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 23, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-24889 Filed 9-27-96; 8:45 am]

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14 CFR Part 39

[Docket No. 96-NM-70-AD]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F28 Mark 0100 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 certain Fokker Model F28 Mark 0100 series airplanes. This proposal would require a one-time inspection to verify the correct routing and tension of the flight control lock cables and the elevator control cables, and rerouting or adjustment of the tension of these cables, if necessary. This proposal is prompted by a report indicating that an inspection for routing and tension of the

flight control lock cables and elevator control cables may not have been accomplished during modification of the airplanes at the factory. The actions specified by the proposed AD are intended to prevent incorrect routing and tension of the flight lock control cables and the elevator control cables, which could result in inadvertent disconnection of those cables, and consequent reduced controllability of the airplane.

DATES: Comments must be received by November 8, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-70-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: 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:

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