

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for rulemaking (14 CFR Part 11), this notice contains a summary of certain petitions requesting the initiation of rulemaking procedures for the amendment of specified provisions of the Federal Aviation Regulations and of denials or withdrawals of certain petitions previously received. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received December 24, 1996.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket No. _____, 800 Independence Avenue, SW., Washington, DC 20591. Comments may also be sent electronically to the following internet address: nprmcmtsfaa.dot.gov.

The petition, any comments received, and copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Ave., SW., Washington, DC 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Fred Haynes, (202) 267-3939, or Marisa Mullen, (202) 267-9681, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (b) and (f) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC on October 22, 1996.

Donald P. Byrne,
Assistant Chief Counsel for Regulations.

Petitions for Rulemaking

Docket No.: 28678

Petitioner: Independent Pilots Association

Regulations Affected: 14 CFR 121.356

Description of Rulechange Sought: To require Traffic Alert and collision Avoidance System II on all transport category airplanes flown in all-cargo part 121 operations, not just those airplanes with more than 30 passenger seats. The petitioner feels

that such change would significantly enhance aviation safety by reducing the risk of cargo planes colliding with each other and with passenger aircraft operating in the same airspace.

Docket No.: 28712

Petitioner: Independent Pilots Association

Regulations Affected: 14 CFR 25.810 and 121.310

Description of Rulechange Sought: To require automatically deployable exit slides or their equivalent at the crew entry door for transport category airplanes manufactured for or flown in all-cargo operations, and to eliminate the acceptability of providing only ropes at any emergency exit. The petitioner feels that such change would provide a level of safety for cargo-only flightcrew that is consistent with that available for passenger, supernumeraries, and flight crew on passenger carrying aircraft.

[FR Doc. 96-27492 Filed 10-24-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 96-SW-17-AD]

Airworthiness Directives; Bell Helicopter Textron, Inc. Model 412 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing priority letter airworthiness directive (AD), applicable to certain Bell Helicopter Textron, Inc. Model 412 helicopters, that currently requires a daily inspection of certain swashplate support assemblies. It also requires a reduction in V_{NE} , and installation of appropriate airspeed indicator markings and a placard. This action would require the same actions required by the existing Priority Letter AD, but would restrict the applicability to the Model 412 helicopters with a certain steel main rotor control swashplate support assembly (steel swashplate support assembly) installed. This AD also proposes to allow the installation of an improved main rotor control swashplate assembly that terminates the requirements of this AD. This proposal is prompted by reported cracks and in-service failures of certain steel swashplate support assemblies. The actions specified by the proposed AD are intended to prevent failure of the steel swashplate support assembly that could result in loss of main rotor control

and subsequent loss of control of the helicopter.

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

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-SW-17-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 Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101. 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 Harrison, Federal Aviation Administration, Southwest Region, Rotorcraft Certification Office, ASW-170, Fort Worth, Texas 76193-0170, telephone (817) 222-5447, FAX (817) 222-5959.

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-17-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-17-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

Discussion

On January 31, 1992, the FAA issued priority letter AD 92-03-13, to require, before further flight and thereafter before the first flight of each day, an inspection of the forward and aft clevis areas of the steel swashplate support assembly, part number (P/N) 412-010-453-101. It also requires a reduction in the maximum allowable airspeed to the lesser of 110 knots or V_{NE} , and further requires the installation of appropriate airspeed indicator markings and a placard. That AD also mandates that if a crack is found in the clevis areas of the steel swashplate support assembly, the steel swashplate support assembly must be removed and replaced with an airworthy part. That action was prompted by two reported in-service failures of a swashplate support assembly. The requirements of that AD are intended to prevent loss of main rotor control and subsequent loss of control of the helicopter.

Since the issuance of that AD, an improved steel swashplate support assembly, P/N 412-010-453-105, has become available. Installation of the improved steel swashplate support assembly, P/N 412-010-453-105, or an aluminum swashplate support assembly, P/N 412-010-443-101 or -109, terminates the requirements of this AD. BHTI issued Alert Service Bulletin (ASB) No. 412-92-61, dated May 14, 1992, to provide for installation of this improved steel swashplate support assembly. Additionally, some editorial changes have been made to the AD.

Since an unsafe condition has been identified that is likely to exist or develop on other Bell Helicopter Textron, Inc. Model 412 helicopters of the same type design, the proposed AD would supersede priority letter AD 92-03-13, issued January 13, 1992, to require a daily inspection of certain steel main rotor control swashplate support assemblies, a reduction in V_{NE} , and installation of appropriate airspeed markings and a placard. It also proposes an optional installation of an improved steel main rotor control swashplate support assembly or an aluminum swashplate support assembly, that when installed, constitutes a terminating action for the requirements of this AD. The actions would be required to be

accomplished in accordance with ASB No. 412-92-61, dated May 14, 1992, and ASB No. 412-92-57, Revision A, dated January 30, 1992.

The FAA estimates that 40 helicopters of U.S. registry would be affected by this proposed AD, that it would take 20 work hours per helicopter to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. The aluminum swashplate support assembly, P/N 412-010-443-101 or -109 costs \$4,526. The steel swashplate support assembly, P/N 412-010-453-105, costs \$9,234. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$417,360, if all the swashplates in the fleet are replaced with support assemblies, P/N 412-010-453-105.

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 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:

Bell Helicopter Textron, Inc.: Docket No. 96-SW-17-AD. Supersedes priority letter AD 92-03-13, issued January 31, 1992, Docket No. 92-ASW-31.

Applicability: Model 412 helicopters, with steel main rotor control swashplate support assembly (steel swashplate support assembly), part number (P/N) 412-010-453-101, installed, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (e) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously. To prevent failure of the steel swashplate support assembly that could result in loss of main rotor control and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight after the effective date of this AD, and thereafter, before the first flight of each day, visually inspect, with an inspection mirror and a bright light, the forward and aft clevis areas of the steel swashplate support assembly, part number (P/N) 412-010-453-101, in accordance with Bell Helicopter Textron, Inc. Alert Service Bulletin (ASB) 412-92-57, Revision A, dated January 30, 1992.

(b) Before further flight after the effective date of this AD, install a red radial arc on each airspeed indicator to prohibit airspeeds above 110 knots. Near the pilot's airspeed indicator, install a placard made of material that is not easily erased, disfigured, or obscured that contains the following statement in lettering that is 0.2 inch minimum in height: " V_{NE} not to exceed 110 KIAS or V_{NE} from the airspeed limitation placard, whichever is less."

Note 2: ASB No. 412-92-58, dated January 27, 1992, contains information on the airspeed limitation.

(c) If a crack is found, before further flight, replace the steel swashplate support assembly, P/N 412-010-453-101, with an airworthy part.

(d) Installation of an improved steel swashplate support assembly, P/N 412-010-453-105, or aluminum swashplate support assembly, P/N 412-010-443-101 or -109, in

accordance with the Accomplishment Instructions of ASB 412-92-61, dated May 14, 1992, constitutes a terminating action for the requirements of this AD, and the red radial arc on each airspeed indicator and the airspeed placard installed as a result of this AD may be removed.

(e) An alternative method of compliance or an adjustment of the compliance time that provides an equivalent level of safety may be used if approved by the Manager, Rotorcraft Certification Office. Operators shall submit their requests through an FAA principal maintenance inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(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 helicopter to a location where the requirements of this AD can be accomplished.

Issued in Fort Worth, Texas, on October 17, 1996.

Eric Bries,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

[FR Doc. 96-27393 Filed 10-24-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-142-AD]

RIN 2120-AA64

Airworthiness Directives; Beech (Raytheon) Model BAe 125-800A and Hawker 800 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking; reopening of comment period.

SUMMARY: This document revises an earlier proposed airworthiness directive (AD), applicable to certain Beech (Raytheon) Model BAe 125-800A and Hawker 800 series airplanes, that would have required a detailed visual inspection of the fuel feed hose assemblies of the auxiliary power unit (APU) to detect overheating, degradation, proper routing, and adequate clearance; and the correction of any discrepancies found. That proposal was prompted by reports of heat damage to the fuel feed hose assembly of the APU due to contact between the hose assembly and hot surfaces. This action revises the proposed rule by adding a requirement to modify the fuel feed hose of the APU. The actions specified by this proposed

AD are intended to prevent heat damage of the fuel feed hose, which could lead to a possible fire/smoke hazard when failure of the hose assembly occurs and consequent fuel mist or spray is emitted into the rear equipment bay.

DATES: Comments must be received by November 15, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-142-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 Company, Manager Service Engineering, Hawker Customer Support 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.

FOR FURTHER INFORMATION CONTACT: Tim Backman, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; 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 95-NM-142-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. 95-NM-142-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain Beech (Raytheon) Model BAe 125-800A and Hawker 800 series airplanes, was published as a notice of proposed rulemaking (NPRM) in the Federal Register on December 22, 1995 (60 FR 66527). That NPRM would have required a one-time detailed visual inspection to:

1. detect overheating or degradation of the hose assemblies;
2. verify proper routing of the fuel feed hose assembly of the auxiliary power unit (APU); and
3. verify if adequate clearance (0.5 inch) exists between the hose assembly and the left-hand mixer valve/main air valve assemblies and associated hot air ducting.

The NPRM referenced Hawker Service Bulletin SB.49-45, dated May 15, 1995, as the source of service information containing the procedures for accomplishing this inspection.

That NPRM was prompted by reports of heat damage to the fuel feed hose assembly of the APU due to contact between the hose assembly and hot surfaces. That condition, if not corrected, could lead to a possible fire/smoke hazard when failure of the hose assembly occurs and consequent fuel mist or spray emitted into the rear equipment bay.

Actions Since Issuance of Previous Proposal

Since the issuance of that NPRM, the manufacturer has issued Hawker Service Bulletin SB.49-47-25A825A, dated August 1, 1995, which describes procedures for modification of the fuel feed hose of the APU. The modification involves replacing the existing conduit made from vinyl, which can withstand operating temperatures of 80 °C, with a conduit made from convoluted PTFE, which can withstand temperatures of up to 240 °C. Accomplishment of the modification will eliminate the need for