

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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:

96-22-05 British Aerospace: Amendment 39-9794. Docket 95-NM-251-AD.

Applicability: Model BAe 146-100A, -200A, and -300A series airplanes and Model Avro 146-RJ70A, -RJ85A, and RJ-100A airplanes equipped with a dual lead-acid battery installation (British Aerospace Modification HCM40028B or D) accomplished during production or in accordance with British Aerospace Modification Service Bulletin 24-45-40028D; 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 (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 loss of the emergency electrical system, and consequent increased pilot workload and possible reduced controllability of the airplane due to insufficient capacity of the No. 2 battery to power the electrical system; accomplish the following:

(a) Within 3 months after the effective date of this AD: Perform a one-time visual inspection of terminal block "D" on DC panel No. 1 to ensure that a two-way link is installed between terminals "D" and "D9," in accordance with Avro International Aerospace Inspection Service Bulletin S.B. 24-107, dated January 25, 1995.

(1) If a two-way link is installed, no further action is required by this AD.

(2) If no two-way link is installed, prior to further flight, install a new two-way link having part number S3403-102 on terminals "D8" and "D9" on terminal block "D" on DC panel No. 1 in accordance with the 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, 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.

(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 inspection and installation shall be done in accordance with Avro International Aerospace Inspection Service Bulletin S.B. 24-107, dated January 25, 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 British Aerospace Regional Aircraft Limited, Avro International Aerospace Division, Customer Support, Woodford Aerodrome, Woodford, Cheshire SK7 1QR, England. 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 December 11, 1996.

Issued in Renton, Washington, on October 15, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-26956 Filed 11-5-96; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-68-AD; Amendment 39-9796; AD 96-22-07]

RIN 2120-AA64

Airworthiness Directives; Jetstream Model 4100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Jetstream Model 4100 series airplanes, that requires replacement of the existing decompression panel on the aft bulkhead of the toilet compartment with a modified decompression panel. This amendment is prompted by a report that a decompression panel that does not meet flammability requirements was installed on these airplanes during manufacture. The actions specified by this AD are intended to prevent injury to the crew and passengers and damage to the airplane structure due to the incapability of the decompression panel to contain a fire.

DATES: Effective December 11, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 11, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Jetstream Aircraft Limited, Customer Support Department, Prestwick International Airport, Ayrshire KA9 2RW, Scotland. 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: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; 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 Jetstream Model 4100 series airplanes was published in the Federal Register on August 7, 1996 (61 FR 41039). That action proposed to require replacement of the existing decompression panel on the aft bulkhead of the toilet

compartment with a modified decompression panel.

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.

The commenter supports the proposed rule.

Conclusion

After careful review of the available data, including the comment 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 17 Jetstream Model 4100 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 6 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will be supplied by the manufacturer at no cost to operators. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$6,120, or \$360 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the 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 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.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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:

96-22-07 Jetstream: Amendment 39-9796. Docket 96-NM-68-AD.

Applicability: Model 4100 series airplanes; constructors numbers 41004 through 41017 inclusive, and 41019 through 41033 inclusive; 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 (c) 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 injury to the crew and passengers and damage to the airplane structure due to the incapability of the decompression panel to contain a fire, accomplish the following:

(a) Within 60 days after the effective date of this AD, replace the existing decompression panel on the aft bulkhead of the toilet compartment with a modified decompression panel, in accordance with Jetstream Service Bulletin J41-25-068, dated November 9, 1995.

(b) As of the effective date of this AD, no person shall install a decompression panel having part number 04125106-403 on the bulkhead assembly of any airplane.

(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, 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 replacement shall be done in accordance with Jetstream Service Bulletin J41-25-068, dated November 9, 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 Jetstream Aircraft Limited, Customer Support Department, Prestwick International Airport, Ayrshire KA9 2RW, Scotland. 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 December 11, 1996.

Issued in Renton, Washington, on October 17, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-27240 Filed 11-5-96; 8:45 am]

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14 CFR Part 39

[Docket No. 96-NM-24-AD; Amendment 39-9795; AD 96-22-06]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model DC-10-15 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all McDonnell Douglas Model DC-10-15 airplanes, that requires, among other things, inspections to detect discrepancies at various locations of pylons 1 and 3, and correction of any discrepancy found. This amendment is prompted by a report of internal structural damage to the wing engine pylon that occurred during maintenance of a Model DC-10 series airplane. The actions specified by this AD are intended to ensure the integrity of the structure and attachment of the wing engine pylon.

DATES: Effective December 11, 1996.

The incorporation by reference of certain publications listed in the