

opportunities directly and through trade associations representing business entities owned by individuals with disabilities;

(3) Participation in conventions, seminars and professional meetings attended predominately by individuals with disabilities; and

(4) Conducting seminars, meetings, workshops and other various activities to promote the inclusion of individuals with disabilities and the firms they own.

By Order of the Board of Directors.

Dated at Washington, D.C. this 25th day of March, 1997.

Federal Deposit Insurance Corporation.

**Robert E. Feldman,**

*Deputy Executive Secretary.*

[FR Doc. 97-9585 Filed 4-11-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 92-CE-46-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Jetstream Aircraft Limited Jetstream Models 3101 and 3201 Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Jetstream Aircraft Limited (JAL) Jetstream Models 3101 and 3201 airplanes that have kit JK 2496 and modification JM 7537 installed. The proposed action would require installing magnetic latching relays on the ignition system. Reports of the auto-ignition system becoming disabled when switching from ground power to the airplane's internal power prompted the proposed action. The actions specified by the proposed AD are intended to prevent loss of the airplane's internal power connection to the auto-ignition system, which could cause loss of engine power and possible loss of the airplane.

**DATES:** Comments must be received on or before June 13, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 92-CE-46-AD, Room 1558, 601 E. 12th Street,

Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Jetstream Aircraft Limited, Prestwick Airport, Ayrshire, KA9 2RW, Scotland; telephone (0292) 79888; facsimile (0292) 79703. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Tom Rodriguez, Program Officer, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 508.2715; facsimile (322) 230.6899.

#### **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 that summarizes 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. 92-CE-46-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, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 92-CE-46-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

#### **Events Leading to the Proposed Action**

The Civil Airworthiness Authority (CAA), which is the airworthiness authority for the United Kingdom (UK), recently notified the FAA that an unsafe condition may exist on certain JAL Jetstream Models 3101 and 3201 airplanes, serial numbers 693 through 870, that have kit JK 2496 and modification JM 7537 installed. The CAA reports that the auto-ignition arming relays are disarming when the battery master switch is moved from ground power (GND) to off (OFF) to internal power (INT). These conditions, if not detected, could result in interruption of power supply to the auto-ignition system, disabling the re-start of the engine, leading to loss of power.

#### **Related Service Information**

JAL has issued Jetstream Service Bulletin No. 74-JM 7693A, Original Issue dated May 17, 1990; Revision No. 3 dated January 28, 1993, which specifies procedures for installing magnetic latching relays in the airplane's ignition system.

The CAA classified this service bulletin as mandatory in order to ensure the continued airworthiness of these airplanes in the United Kingdom.

#### **FAA's Determination**

These airplane models are manufactured in the United Kingdom and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above.

The FAA has examined the findings of the CAA, reviewed all available information, including the service information referenced above; and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop in other JAL Jetstream Models 3101 and 3201 airplanes of the same type design that have kit JK 2496 and Modification JM 7537 installed, registered in the United States, the proposed AD would require installing magnetically latching relays with wiring changes. Accomplishment of the proposed installation would be in accordance with Jetstream Service Bulletin No. 74-JM 7693A, Original Issue dated May 17, 1990; Revision No. 3 dated January 28, 1993.

**Cost Impact**

The FAA estimates that 126 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 9 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. The manufacturer is providing the parts at no charge. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$68,040 or \$540 per airplane.

Jetstream has informed the FAA it has received approximately 78 orders for the parts to accomplish the proposed action. If each set of parts is installed on an affected airplane the estimated cost to the owners/operators in the U.S. would be reduced from \$68,040 to \$25,920.

**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 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) 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 has been placed 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:

**Jetstream Aircraft Limited:** Docket No. 92–CE–46–AD.

**Applicability:** Models 3101 and 3201 airplanes (serial numbers 693 through 870) that have kit JK 2496 and modification JM 7537 installed, 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 (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 within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent loss of the airplane's internal power connection to the auto-ignition system, which could cause loss of engine power and possible loss of the airplane, accomplish the following:

(a) Install magnetically latching relays with wiring changes (quantity 2) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of the Jetstream Service Bulletin (SB) No. 74–JM 7693A, Original Issue dated May 17, 1990; Revision 3, dated January 28, 1993.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B–1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Division.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Division.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to Jetstream Aircraft Limited, Prestwick Airport, Ayrshire, KA9 2RW, Scotland; telephone (0292) 79888; facsimile (0292) 79703; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri on April 7, 1997.

**Henry A. Armstrong,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97–9452 Filed 4–11–97; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 97–NM–13–AD]

RIN 2120–AA64

**Airworthiness Directives; Boeing Model 747–400 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 Boeing Model 747–400 series airplanes. This proposal would require replacing the cam assembly, cam bellcrank assembly, and thrust reverser control switch actuator on all four thrust levers with new components. This proposal is prompted by a report of an uncommanded automatic retraction of the leading edge flaps during takeoff. The actions specified by the proposed AD are intended to prevent such uncommanded automatic retraction, which could seriously degrade lift-off and climb capabilities, and result in near-stall conditions at a critical phase of the flight.

**DATES:** Comments must be received by May 22, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–NM–13–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this