

The FAA also estimates that 3 Saab Model SAAB 2000 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 3 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators of Saab Model SAAB 2000 series airplanes is estimated to be \$540, or \$180 per airplane.

The cost impact figures discussed above are 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:

97-13-01 SAAB Aircraft AB: Amendment 39-10048. Docket 96-NM-177-AD.

Applicability: Model SAAB 340B series airplanes, having serial numbers 354 through 374 inclusive; and Model SAAB 2000 series airplanes, having serial numbers 004 through 025 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 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 ensure the proper switches are installed on the fire handle panel of the fire handle assembly, accomplish the following:

(a) Within 60 days after the effective date of this AD, perform a one-time inspection to determine the color of the switches installed on the fire handle panel of the fire handle assembly, in accordance with SAAB Service Bulletin 340-26-016, dated November 9, 1995 (for Model SAAB 340 series airplanes), or SAAB Service Bulletin 2000-26-006, dated November 9, 1995 (for Model SAAB 2000 series airplanes); as applicable.

(1) If all of the switches are green on the fire handle assembly, no further action is required by this AD.

(2) If any blue switch is installed, prior to further flight, perform a one-time inspection to determine the serial number of the fire handle assembly, in accordance with the applicable service bulletin.

(i) If no fire handle assembly has a serial number listed in the service bulletin, no further action is required by this AD.

(ii) If any fire handle assembly has a serial number listed in the service bulletin, prior to further flight, replace the fire handle panel with a new fire handle panel, in accordance with the applicable service bulletin.

(b) As of the effective date of this AD, no person shall install a fire handle assembly, having any serial number identified in paragraph B.(3)(g) of the Accomplishment Instructions of SAAB Service Bulletin 340-26-016, dated November 9, 1995; on 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, 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 inspections and replacement shall be done in accordance with SAAB Service Bulletin 340-26-016, dated November 9, 1995, or SAAB Service Bulletin 2000-26-006, dated November 9, 1995, as applicable. 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 SAAB Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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 July 25, 1997.

Issued in Renton, Washington, on June 10, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-15766 Filed 6-19-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-282-AD; Amendment 39-10049; AD 97-13-03]

RIN 2120-AA64

Airworthiness Directives; Gulfstream American (Frakes Aviation) Model G-73 (Mallard) Series Airplanes Modified in Accordance With Supplemental Type Certificate (STC) SA2323WE

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Gulfstream American (Frakes Aviation) Model G-73 (Mallard) series airplanes, that requires revising the Airplane Flight Manual (AFM) to prohibit positioning the power levers below the flight idle stop, and to provide a statement of consequences of positioning the power levers below the flight idle stop. This amendment is

prompted by incidents and accidents involving airplanes equipped with turboprop engines in which the propeller beta was used improperly during flight. The actions specified by this AD are intended to prevent loss of airplane controllability, or engine overspeed and consequent loss of engine power caused by the power levers being positioned below the flight idle stop while the airplane is in flight.

EFFECTIVE DATE: July 25, 1997.

ADDRESSES: 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 FAA, Airplane Certification Office, Rotorcraft Directorate, 1601 Meacham Boulevard, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Brian Hancock, Flight Test Pilot, Airplane Certification Office, ASW-150, FAA, Rotorcraft Directorate, 1601 Meacham Boulevard, Fort Worth, Texas 76137-4298; telephone (817) 222-5152; fax (817) 222-5960.

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 Gulfstream American (Frakes Aviation) Model G-73 (Mallard) series airplanes was published in the **Federal Register** on March 26, 1997 (62 FR 14368). That action proposed to require revising the Limitations Section of the Airplane Flight Manual (AFM) to prohibit positioning the power levers below the flight idle stop, and to provide a statement of the consequences of positioning the power levers below the flight idle stop.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 20 Gulfstream American (Frakes Aviation) Model G-73 (Mallard) series airplanes of the affected design in the worldwide fleet. The FAA estimates that 10 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane

to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$600, or \$60 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, 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:

97-13-03 Gulfstream American (Frakes Aviation): Amendment 39-10049. Docket 96-NM-282-AD.

Applicability: Model G-73 (Mallard) series airplanes modified in accordance with Supplemental Type Certificate No. SA2323WE, 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 (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 airplane controllability, or engine overspeed and consequent loss of engine power caused by the power levers being positioned below the flight idle stop while the airplane is in flight, accomplish the following:

(a) Within 30 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following statements. This action may be accomplished by inserting a copy of this AD into the AFM.

"Positioning of power levers below the flight idle stop while the airplane is in flight is prohibited. Such positioning may lead to loss of airplane control or may result in an overspeed condition and consequent loss of engine power."

(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, Fort Worth Airplane Certification Office (ACO), ASW-150, FAA, Rotorcraft Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

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

(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) This amendment becomes effective on July 25, 1997.

Issued in Renton, Washington, on June 13, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-76-AD; Amendment 39-10052; AD 97-13-06]

RIN 2120-AA64

Airworthiness Directives; Saab Model SAAB 340B and SAAB 2000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Saab Model SAAB 340B and SAAB 2000 series airplanes. This action requires an inspection of the fluorescent lamps in the cabin area to ensure correct installation, and correction, if necessary. This AD also requires an inspection of the lampholders to identify any discrepancies and to ensure the security of the back covers, and replacement of discrepant lampholders with new lampholders; installation of retaining clips on certain Page Aerospace lampholders; and reinspection of the lamps to ensure correct installation after replacement or reinstallation of the lamps or lampholders, and corrections, if necessary. This amendment is prompted by reports indicating that loose back covers on the lampholders and incorrect lamp installations have led to electrical arcing between fluorescent tube pins and lampholders and consequent charring or melting of the affected areas. The actions specified in this AD are intended to prevent such electrical arcing, which could burn the surrounding area and lead to smoke and fumes in the passenger compartment or lavatory area.

DATES: Effective July 7, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 7, 1997.

Comments for inclusion in the Rules Docket must be received on or before August 19, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation

Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-76-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from SAAB Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Ruth Harder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1721; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: The Luftfartsverket (LFV), which is the airworthiness authority for Sweden, recently notified the FAA that an unsafe condition may exist on certain Saab Model SAAB 340B and SAAB 2000 series airplanes. The LFV advises of reports of fluorescent lampholder charring due to the incorrect installation of fluorescent lamps in their holders; this condition resulted in smoke emission. A number of failures have occurred in airplanes equipped with Page Aerospace lampholders, where loose back covers have led to electrical arcing between the fluorescent tube pins and lampholders. Such incorrect installation or a loose back cover, if not corrected, could result in electrical arcing, which could burn the surrounding area and lead to smoke and fumes in the passenger compartment or lavatory area.

Explanation of Relevant Service Information

Saab has issued the following service bulletins:

- Service Bulletin 340-33-047, dated May 16, 1997 (for Model SAAB 340B series airplanes);
- Service Bulletin 340-33-040, Revision 02, dated February 20, 1997 (for Model SAAB 340B series airplanes);
- Service Bulletin 2000-33-014, dated May 16, 1997 (for Model SAAB 2000 series airplanes); and
- Service Bulletin 2000-33-009, dated June 19, 1996 (for Model SAAB 2000 series airplanes).

These service bulletins describe procedures for inspecting the fluorescent lamps in the cabin area to ensure correct installation, and making corrections, if necessary; inspecting the

lampholders for such discrepancies as discoloration, evidence of electrical arcing at the light tube pins, and charring or melting; and ensuring the security of the back covers of the lampholders. In addition, these service bulletins describe procedures for replacing any discrepant lampholder with a new lampholder; installing retaining clips on Page Aerospace lampholders; and reinspecting the lamps to ensure correct installation after replacement or reinstallation of the lamps or lampholders, and corrections, if necessary.

The LFV classified these service bulletins as mandatory and issued Swedish airworthiness directive (SAD) 1-103R1, dated January 30, 1997; SAD 1-113, dated May 26, 1997; and SAD 1-114, dated May 26, 1997; in order to assure the continued airworthiness of these airplanes in Sweden.

FAA's Conclusions

These airplane models are manufactured in Sweden 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 LFV has kept the FAA informed of the situation described above. The FAA has examined the findings of the LFV, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD is being issued to prevent electrical arcing between the fluorescent tube pins and the lampholders, which could burn the surrounding area and lead to smoke and fumes in the passenger compartment or lavatory area. This AD requires an inspection of the fluorescent lamps in the cabin area to ensure correct installation, and corrections, if necessary. This AD also requires an inspection of the lampholders to identify any discrepancies and to ensure the security of the back covers, and replacement of discrepant lampholders with new lampholders; installation of retaining clips on certain Page Aerospace lampholders; and reinspection of the lamps to ensure