

(i) For engines with 45 hours or more time in service (TIS) since the engine was shipped from Textron Lycoming, since overhaul, since installation of a cylinder kit, or since installation of a replacement piston pin, as applicable, accomplish within 5 hours TIS after the effective date of this AD.

(ii) For engines with less than 45 hours TIS since the engine was shipped from Textron Lycoming, since overhaul, since installation of a cylinder kit, or since installation of a replacement piston pin, as applicable, accomplish prior to accumulating 50 hours TIS since the applicable date.

(2) Remove from service piston pins, Part Number (P/N) LW-14077, code 17328, and replace with serviceable piston pins.

(c) For all other affected engines that have not been inspected in accordance with AD 97-01-03, determine if a suspect piston pin, P/N LW-14077, code 17328 could have been installed, in accordance with Textron Lycoming Mandatory SB No. 527C, dated April 18, 1997, and accomplish the following:

(1) If it is determined that suspect piston pins, P/N LW-14077, code 17328 could have been installed, accomplish paragraphs (b)(1) and (b)(2) of this AD.

(2) If it is determined that suspect piston pins, P/N LW-14077, code 17328 could not have been installed, no further action is required.

(3) If it can not be determined if the suspect piston pins, P/N LW-14077, code 17328 were installed, accomplish paragraphs (b)(1) and (b)(2) of this AD.

(d) For the purpose of this AD, a serviceable piston pin is a piston pin, P/N LW-14077, with a piston pin code of "BN" or "71238." Installation of a piston pin, P/N LW-14077, with a piston pin code of "17328" is prohibited after the effective date of this AD.

(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 Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the New York Aircraft 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 aircraft to a location where the requirements of this AD can be accomplished.

(g) The actions required by this AD shall be done in accordance with the following Textron Lycoming Mandatory SB:

Document No.	Pages	Date
527C .....	1-4	April 18, 1997.
Attachment I .....	1-6	April 18, 1997.
Attachment II .....	1	April 18, 1997.
Total .....	11	

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 Textron Lycoming, 652 Oliver St., Williamsport, PA 17701; telephone (717) 327-7278, fax (717) 327-7022. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on August 12, 1997.

Issued in Burlington, Massachusetts, on July 10, 1997.

**Ronald L. Vavruska,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 97-19326 Filed 7-25-97; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-CE-56-AD; Amendment 39-10088; AD 97-15-14]

RIN 2120-AA64

#### **Airworthiness Directives; Industrie Aeronautiche e Meccaniche Rinaldo Piaggio S.p.A. Model P-180 Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to Industrie Aeronautiche e Meccaniche Rinaldo Piaggio S.p.A. (Piaggio) Model P-180 airplanes. This action requires inspecting for cracks around the vertical pin and the torque tube bottom flange of the rudder, and the fasteners that connect the torque tube to the bottom flange (torque tube bottom flange assembly). If cracks are not found, repetitively inspect until cracks are visible. If cracks are evident, this action requires modifying the rudder torque tube bottom flange assembly by replacing the cracked part with a part of improved design, which terminates the repetitive inspection. This AD is the result of several reports of fatigue cracks around the pin that vertically supports the rudder axle. The actions specified by this AD are intended to prevent fatigue cracks in the rudder torque tube bottom flange, which could result in loss of rudder control and possible loss of the airplane.

**DATES:** Effective September 19, 1997.

The incorporation by reference of certain publications listed in the

regulations is approved by the Director of the Federal Register as of September 19, 1997.

**ADDRESSES:** Service information that applies to this AD may be obtained from I.A.M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154 Genoa, Italy. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-56-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Mr. Roman T. Gabrys, Project Officer, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

#### **SUPPLEMENTARY INFORMATION:**

##### **Events Leading to the Issuance of This AD**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Piaggio Model P-180 airplanes was published in the **Federal Register** on February 24, 1997 (62 FR 8196). The action proposed to require inspecting for cracks in the torque tube bottom flange, the fasteners, and vertical support pin of the rudder; and, if cracks are found, modifying the rudder torque tube bottom flange assembly by replacing the cracked part with a part of improved design. If no cracks are found, the proposed action would require repetitively inspecting the area until cracks appear and then modifying the rudder torque tube bottom flange assembly (part number (P/N) 80-373108-103 or an FAA approved equivalent) by replacing the cracked part with a part of improved design (P/N 80-373201-001 or an FAA approved equivalent). Accomplishment of the proposed modification would be in accordance with Piaggio Service Bulletin (SB) 80-0076, ORIGINAL ISSUE: May 30, 1995.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

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

After careful review of all available information, including the service information related to the subject presented above, the FAA has determined that air safety and the

public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

#### **Differences Between the AD, Service Bulletin, and RAI AD**

I.A.M. Rinaldo Piaggio SB 80-0076, Original Issue May 30, 1995, and the RAI AD No. 95-183, dated July 3, 1995, specify repetitively inspecting every 500 hours time-in-service (TIS) using a dye penetrant method, and if the crack lengths are greater than 6 mm, the part must be replaced prior to further flight. If the crack lengths are greater than 3 mm, but less than 6 mm, the part must be replaced within the next 50 hours TIS; and, if the cracks are less than 3 mm, then the parts must be replaced within the next 100 hours TIS.

The FAA has established a policy to disallow airplane operation when known cracks exist in primary structure, unless the ability to sustain ultimate load with these cracks is proven. The torque tube bottom flange, the fasteners, and the vertical support pin in the rudder (torque tube bottom flange assembly) are considered primary structure, and the FAA has not received any analysis to prove that ultimate load can be sustained with cracks in this area. For this reason, the FAA has determined that AD action should be taken to require replacement of any cracked torque tube bottom flange assembly in the rudder.

#### **Cost Impact**

The FAA estimates that 4 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 6 workhours per airplane to accomplish the initial inspection and that the average labor rate is approximately \$60 an hour. Parts are not accounted for in this cost analysis because, on some airplanes, cracks may never be discovered during one of these inspections. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,440 (\$360 per airplane). The FAA is not taking into account the cost for the repetitive inspections because there is no way to determine the number of repetitive inspections that will be incurred over the life of the airplane.

#### **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 copy of the final 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, 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 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:

**97-15-14 Industrie Aeronautiche E Meccaniche Rinaldo PIAGGIO S.P.A. (PIAGGIO):** Amendment No. 39-10088; Docket No. 96-CE-56-AD.

**Applicability:** Model P-180 airplanes (all serial numbers), certificated in any category.

**Note 1:** This AD applies to the 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 the airplane that has been modified, altered, or repaired so that the performance of the requirements of this AD are affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) 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, and thereafter as indicated in the body of this AD.

To prevent fatigue cracks in the rudder torque tube bottom flange assembly, which could result in loss of rudder control and possible loss of the airplane, accomplish the following:

(a) Inspect the torque tube bottom flange assembly of the rudder for cracks (using a dye penetrant method) and visually inspect for cracks in the fasteners that connect the torque tube to the bottom flange.

**Note 2:** The inspection in Part A of the Compliance section of Piaggio Service Bulletin (SB) 80-0076, ORIGINAL ISSUE: May 30, 1995, uses different criteria than the inspection required in paragraph (a) of this AD. This AD takes precedence over Piaggio SB 80-0076.

(b) If cracks are found, prior to further flight, modify the rudder torque tube bottom flange assembly by replacing the cracked part with a part of improved design in accordance with Part B and Attachment #1 of the ACCOMPLISHMENT INSTRUCTIONS of Piaggio SB 80-0076, ORIGINAL ISSUE: May 30, 1995.

(c) If no cracks are found, continue to inspect at intervals not to exceed 100 hours TIS thereafter, until cracks appear. If cracks appear during any inspection required by this AD, prior to further flight, modify the rudder torque tube bottom flange assembly by replacing the cracked part with a part of improved design in accordance with Part B and Attachment #1 of the ACCOMPLISHMENT INSTRUCTIONS of Piaggio SB 80-0076, ORIGINAL ISSUE: May 30, 1995.

(d) Modifying the rudder torque tube bottom flange assembly by replacing torque tube bottom flange assembly with an improved torque tube bottom flange assembly as specified in paragraphs (b) and (c) of this AD is considered a terminating action for the repetitive inspections required in paragraph (c) of this AD.

(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.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(g) The inspections, modification, and replacement required by this AD shall be done in accordance with Piaggio Service Bulletin 80-0076, ORIGINAL ISSUE: May 30, 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 of this service bulletin may be obtained from Industrie Aeronautiche e Meccaniche Rinaldo Piaggio S.p.A., Via Ciobriario, 4 16154 Genoa, Italy. Copies of this document may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment (39-10088) becomes effective on September 19, 1997.

Issued in Kansas City, Missouri, on July 16, 1997.

**Carolanne L. Cabrini,**

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

[FR Doc. 97-19439 Filed 7-25-97; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-NM-221-AD; Amendment 39-10089; AD 97-15-17]

RIN 2120-AA64

#### Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Saab Model SAAB 2000 series airplanes, that requires replacing the Abex alternating current (AC) electric motor with a new modified Abex AC electric motor having an improved fan. This amendment is prompted by reports indicating that the integrated hydraulic package (IHP) unit stopped functioning during flight because the fan on the AC electric motor came into contact with the housing of the motor due to inadequate clearance. The actions specified by this AD are intended to prevent loss of IHP function, which, if combined with other hydraulic system failures, could result in reduced controllability of the airplane.

**DATES:** Effective September 2, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 2, 1997.

**ADDRESSES:** 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 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:

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:

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 Saab Model SAAB 2000 series airplanes was published in the **Federal Register** on April 30, 1997 (62 FR 23402). That action proposed to require replacing the Abex alternating current (AC) electric motor with a new modified Abex AC electric motor having an improved fan.

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. 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 2 Saab Model SAAB 2000 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 8 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will be provided 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 \$960, or \$480 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:

**97-15-17 SAAB Aircraft SB:** Amendment 39-10089. Docket 96-NM-221-AD.

*Applicability:* Model SAAB 2000 series airplanes, serial numbers -004 through -029 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