

Compliance: Required within the next 6 calendar months after the effective date of this AD, unless already accomplished.

To prevent loss of aileron and flap control caused by an inspection hole cover entering the fuselage, which could result in loss of control of the sailplane, accomplish the following:

(a) Modify the inspection hole cover in the fuselage area in accordance with the *Instructions*: section of Alexander Schleicher Technical Note No. 7, dated September 11, 1978.

Note 2: Alexander Schleicher Technical Note No. 7 specifies taping the inspection hole cover after the modification to reduce noise and rattle and improve the aerodynamics. Although this action does not address the unsafe condition specified in this AD, the FAA recommends taping the inspection hole cover after accomplishing the modification required by paragraph (a) of this AD.

(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 sailplane 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, Small Airplane Directorate, 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.

(d) Questions or technical information related to Alexander Schleicher Technical Note No. 7, dated September 11, 1978, should be directed to Alexander Schleicher Segelflugzeugbau, 6416 Poppenhausen, Wasserkuppe, Federal Republic of Germany; telephone: 49.6658.890 or 49.6658.8920; facsimile: 49.6658.8923 or 49.6658.8940. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City.

Note 4: The subject of this AD is addressed in German AD No. 78-303, dated November 13, 1978.

Issued in Kansas City, Missouri, on December 11, 1997.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-33141 Filed 12-18-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-74-AD]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal Aerospace Bendix/King Model KSA 470 Autopilot Servo Actuators, Part Numbers 065-0076-10 Through 065-0076-15

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 AlliedSignal Aerospace Bendix/King Model KSA 470 autopilot servo actuators, part numbers 065-0076-10 through 065-0076-15, that are installed on aircraft. The proposed AD would require replacing the autopilot servo actuator with a modified actuator. The proposed AD is the result of two reports of the affected autopilot servo actuators containing loose roll pins within the servo housing. Loose roll pins could fall out, become lodged in the output shaft clutch mechanism, and prevent this mechanism from disengaging. The actions specified by the proposed AD are intended to prevent such an occurrence, which could result in increased effort by the pilot to control the aircraft and possible loss of control of the affected flight control axis.

DATES: Comments must be received on or before February 19, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-74-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 AlliedSignal Aerospace, Commercial Avionics Systems, 400 N. Rogers Road, Olathe, Kansas 66062-1212. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Joel Ligon, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4138; facsimile (316) 946-4407.

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. 97-CE-74-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 Regional Counsel, Attention: Rules Docket No. 97-CE-74-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

AlliedSignal Aerospace recently advised the FAA that an unsafe condition may exist on certain Bendix/King Model KSA 470 autopilot servo actuators, part numbers 065-0076-10 through 065-0076-15, that are installed on aircraft. AlliedSignal reports two incidents where the roll pins within the servo housing became loose on the affected autopilot servo actuators. An analysis of the design of the affected servo actuators reveals that the roll pin holes are larger than that recommended by the roll pin specification.

Loose roll pins could fall out and become lodged in the output shaft clutch mechanism, which would prevent this mechanism from disengaging. This condition, if not

corrected in a timely manner, could result in increased effort by the pilot to control the aircraft and possible loss of control of the affected flight control axis.

Relevant Service Information

AlliedSignal Aerospace has issued Bendix/King Service Bulletin No. SB KSA 470-3, dated May 1997. This service bulletin references a factory modification (Mod 3) that, when

incorporated, corrects the servo actuator roll pin condition described above. This service bulletin lists the following aircraft that the affected AlliedSignal Aerospace Bendix King Model KSA 470 actuators are installed in:

Aircraft Type	FD/AP System	KSA 470 Part No.	Location
Raytheon 400 series	KFC 400	065-0076-11	Yaw axis.
		065-0076-15	Roll axis.
Raytheon 200 series	KFC 400	065-0076-11	Yaw axis.
Raytheon 300 series	KFC 400	065-0076-15	Yaw axis.
Raytheon 350 series	KFC 400	065-0076-15	Yaw axis.
Dassault Falcon 20	KFC 400	065-0076-15	Pitch axis.
		065-0076-15	Roll axis.
Fairchild C26A/C26B	KFC400	065-0076-11	Yaw axis.
Fairchild SA227-AC/AT/BC/CC/DC	KFC400	065-0076-15	Roll axis.
Learjet 31A	KFC 3100	065-0076-12	Pitch axis.
		065-0076-14	Yaw axis.
		065-0076-15	Roll axis.
Lockheed S-2 Tracker	KFC 325	065-0076-10	Special.
Piper 400LS and PA-42-1000	KFC 400	065-0076-15	Yaw axis.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, including the service information previously referenced, the FAA has determined that AD action should be taken to prevent the servo actuator roll pins from becoming loose; falling out; becoming lodged in the output shaft clutch mechanism; and preventing this mechanism from disengaging, which could result in increased effort by the pilot to control the aircraft and possible loss of control of the affected flight control axis.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in AlliedSignal Aerospace Bendix/King Model KSA 470 autopilot servo actuators, part numbers 065-0076-10 through 065-0076-15, that are installed on aircraft, the FAA is proposing an AD. The proposed AD would require replacing the autopilot servo actuator with an actuator incorporating Mod 3. Accomplishment of the proposed modifications would be required in accordance with the applicable maintenance manual.

Cost Impact

The FAA estimates that 500 of the affected servo actuators could be installed on aircraft in the U.S. registry. The proposed replacement would take approximately 2 workhours per airplane to accomplish, at an average labor rate of approximately \$60 an hour. Servo actuators with Mod 3 incorporated cost

\$2,350. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,235,000, or \$2,470 per aircraft. These figures are based on the presumption that no owner/operator of the affected aircraft has accomplished the proposed replacement.

AlliedSignal has informed the FAA that costs of the required labor and modification of the servo actuators on affected aircraft may be recovered under an AlliedSignal conditional warranty program. Information regarding warranty claims associated with this action can be obtained directly from AlliedSignal at the address included in the ADDRESSES section of the proposed AD.

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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

Alliedsignal Aerospace: Docket No. 97-CE-74-AD.

Applicability: Bendix/King Model KSA 470 Autopilot Servo Actuators; part numbers 065-0076-10 through 065-0076-15; serial numbers 0001 through 3081; that are installed on, but not limited to, the following aircraft, certificated in any category:

Note 1: This subject is addressed in AlliedSignal Bendix/King Service Bulletin No. SB KSA 470-3, dated May 1997. This service bulletin references serial number 3082. Regardless of this reference, serial number 3082 is not affected by this AD.

Aircraft type	FD/AP system	KSA 470 Part No.	Location
Raytheon 400 Series	KFC 400	065-0076-11	Yaw axis.
		065-0076-15	Roll axis.
Raytheon 200 Series	KFC 400	065-0076-11	Yaw axis.
Raytheon 300 Series	KFC 400	065-0076-15	Yaw axis.
Raytheon 350 Series	KFC 400	065-0076-15	Yaw axis.
Dassault Falcon 20	KFC 400	065-0076-15	Pitch axis.
		065-0076-15	Roll axis.
Fairchild C26A/C26B	KFC 400	065-0076-11	Yaw axis.
Fairchild SA227-AC/AT/BC/CC/DC	KFC 400	065-0076-15	Roll axis.
Learjet 31A	KFC 3100	065-0076-12	Pitch axis.
		065-0076-14	Yaw axis.
		065-0076-15	Roll axis.
Lockheed S-2 Tracker	KFC 325	065-0076-10	Special.
Piper 400LS and PA-42-1000	KFC 400	065-0076-15	Yaw axis.

Note 2: This AD applies to each aircraft identified in the preceding applicability provision that incorporates one of the affected actuators, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft 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 (d) 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 after the effective date of this AD, unless already accomplished.

To prevent the servo actuator roll pins from becoming loose; falling out; becoming lodged in the output shaft clutch mechanism; and preventing this mechanism from disengaging, which could result in increased effort by the pilot to control the aircraft and possible loss of control of the affected flight control axis, accomplish the following:

(a) Replace the autopilot servo actuator with an actuator that incorporates Mod 3 in accordance with the applicable maintenance manual. This modification changes the size of the servo actuator roll pin holes to assure that the pins do not become loose and fall out.

(b) As of the effective date of this AD, no person may install, on aircraft, one of the affected servo actuators that does not incorporate Mod 3.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

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

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to AlliedSignal Aerospace, Technical Publications, Department 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170; or may examine these documents at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on December 10, 1997.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-33146 Filed 12-18-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-109-AD]

RIN 2120-AA64

Airworthiness Directives; Alexander Schleicher Segelflugzeugbau Model ASK-21 Sailplanes

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 Alexander Schleicher Segelflugzeugbau (Alexander Schleicher) Model ASK-21 sailplanes that do not have a certain automatic elevator connection installed. The proposed AD would require drilling a drainage hole in the elevator pushrod, inspecting the elevator pushrod for corrosion damage, and replacing any elevator pushrod if a certain amount of corrosion damage is found. The

proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by the proposed AD are intended to prevent failure of the elevator pushrod caused by corrosion damage, which could result in loss of control of the sailplane.

DATES: Comments must be received on or before January 19, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-109-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 Alexander Schleicher Segelflugzeugbau, 6416 Poppenhausen, Wasserkuppe, Federal Republic of Germany. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. J. Mike Kiesov, Project Officer, Sailplanes/Gliders, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

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