

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

[Docket No. 97-NM-93-AD]

RIN 2120-AA64

Airworthiness Directives; Lockheed Model 1329-23 and -25 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 Lockheed Model 1329-23 and -25 series airplanes. This proposal would require replacement of a certain tailpipe V-band coupling with a new tailpipe V-band coupling. This proposal is prompted by reports indicating that, the flight crew received a fire/overheat warning as a result of displacement of engine tailpipes, which allowed hot exhaust gases into the engine bypass duct. The actions specified by the proposed AD are intended to prevent such displacement, which could result in escape of the hot exhaust gases from the engine tailpipe, and consequent damage to adjacent structure.

DATES: Comments must be received by February 23, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 97-NM-93-AD, 1601 Lind Avenue SW, Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Lockheed Aeronautical Systems Support Company (LASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia.

FOR FURTHER INFORMATION CONTACT: Thomas Peters, Aerospace Engineer, Systems and Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office,

One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6063; fax (770) 703-6097.

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 shall 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 summarizing 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-NM-93-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRM's

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 97-NM-93-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA received several reports indicating that, during flight on Lockheed Model 1329 series airplanes, the flight crew received a fire/overheat warning due to displacement of the engine tailpipe, which allowed hot exhaust gases to escape from the tailpipe into the engine bypass duct. Investigation revealed that, due to temperature cycling, the tailpipe V-band coupling of the engine is subject to cracking and eventual fracture. A fractured tailpipe V-band coupling could cause displacement of the engine tailpipe. This condition, if not corrected, could result in hot exhaust gases escaping from the engine tailpipe,

and consequent damage to adjacent structure.

Explanation of Relevant Service Information

The FAA has reviewed and approved the installation of tailpipe clamp part number (P/N) NH1003605-10 for Lockheed 1329-23 and -25 series airplanes. Figure 71-1 of Lockheed JetStar II Handbook of Operating and Maintenance Instructions (for Model 1329-25 series airplanes) and Figure 71-1(S) of Aircsearch Aviation Company 731 JetStar Handbook of Operating and Maintenance Instructions (for Model 1329-23 series airplanes), both undated, describe procedures for replacement of a certain tailpipe V-band coupling with a certain new tailpipe V-band coupling. Accomplishment of this action will prevent displacement of the engine tailpipe.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require replacement of a certain tailpipe V-band coupling with a certain new tailpipe V-band coupling. The actions would be required to be accomplished in accordance with the figures shown in the handbooks described previously.

Cost Impact

There are approximately 91 Model 1329-25 and -23 series airplanes of the affected design in the worldwide fleet.

The FAA estimates that 25 Model 1329-25 (JetStar II) airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 60 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$726 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators of these airplanes is estimated to be \$108,150, or \$4,326 per airplane.

The FAA estimates that 35 Model 1329-23 (731 JetStar) airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 60 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$1,200 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators of these airplanes is estimated to be \$168,000, or \$4,800 per airplane.

The cost impact figures discussed above are based on assumptions that no

operator has yet accomplished any of the proposed 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 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 proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 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, 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 the following new airworthiness directive:

Lockheed Aeronautical Systems Company: Docket 97-NM-93-AD.

Applicability: Model 1329-25 series airplanes equipped with an engine tailpipe V-band coupling, part number (P/N) NH1002299-10; and Model 1329-23 series airplanes that have been modified in accordance with Supplemental Type Certificate (STC) SA2326SW, equipped with

an engine tailpipe V-band coupling, P/N NH1002299-10; 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 displacement of the engine tailpipes, which could result in escape of hot exhaust gases from the engine tailpipe, and consequent damage to adjacent structure, accomplish the following:

(a) Within 12 months after the effective date of this AD, replace the tailpipe V-band coupling having P/N NH1002299-10 with a new, redesigned coupling having P/N NH1003605-10, in accordance with Step 1, Figure 71-1, of Lockheed JetStar II Handbook of Operating and Maintenance Instructions, undated (for Model 1329-25 series airplanes); or Step 8, Figure 71-1(S), of Airesearch Aviation Company 731 JetStar Handbook of Operating and Maintenance Instructions, undated (for Model 1329-23 series airplanes); as applicable.

(b) As of 12 months after the effective date of this AD, no person shall install a tailpipe V-band coupling, P/N NH1002299-10, 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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

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

(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.

Issued in Renton, Washington, on January 2, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-474 Filed 1-7-98; 8:45 am]

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CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Part 1210

Multi-Purpose Lighters; Extension of Period for Issuing a Notice of Proposed Rulemaking

AGENCY: Consumer Product Safety Commission.

ACTION: Notice of extension of time period.

SUMMARY: The Commission published an advance notice of proposed rulemaking (ANPR) on January 16, 1997, with respect to the risk posed by young children starting fires with multi-purpose lighters. Multi-purpose lighters are butane-fueled lighters with an extended nozzle from which the flame is emitted. These lighters typically are used to light devices such as charcoal and gas grills and fireplaces. Under the applicable statute, if the Commission publishes a notice of proposed rulemaking, it must do so within 12 months after the date of publication of the ANPR, unless the Commission extends the time period. Because of the time required for the staff to conduct the work and analyses necessary for the Commission to decide whether to publish a notice of proposed rulemaking, the Commission for good cause extends the period until September 30, 1998.

FOR FURTHER INFORMATION CONTACT: Barbara Jacobson, Directorate for Epidemiology and Health Sciences, Consumer Product Safety Commission, Washington, D.C. 20207; telephone (301) 504-0477, ext. 1206.

SUPPLEMENTARY INFORMATION:

A. Background

Multi-purpose lighters are butane-filled lighters with an extended nozzle, typically 4 to 8 inches long, from which the flame is emitted. The long nozzle allows the user to reach hard-to-light places and also keeps the user's hand away from the flames. The lighters are activated by applying pressure to a trigger or button mechanism, which initiates fuel flow and causes a piezo-electric spark. They are most commonly used to light charcoal or gas grills and fireplaces. The lighters also are used to light campfires, camp stoves, LP gas ranges in recreational vehicles, and pilot lights in household gas appliances. Most multi-purpose lighters now sold include some type of on/off switch. Usually, this is a two-position slider-type switch that must be in the ON position before the lighter can be activated.