

(c) If any discrepant condition identified in any service bulletin referenced in this AD is found during any inspection required by this AD, prior to further flight, accomplish the corresponding corrective action specified in the service bulletin.

(d) 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 7: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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.

Issued in Renton, Washington, on January 12, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.
[FR Doc. 96-590 Filed 1-19-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-54-AD]

Airworthiness Directives; Bellanca, Incorporated Models 17-30, 17-30A, 17-31, 17-31A, 17-31TC, and 17-31ATC 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 Bellanca, Incorporated (Bellanca) Models 17-30, 17-30A, 17-31, 17-31A, 17-31TC, and 17-31ATC airplanes. The proposed action would require repetitively inspecting, testing, and possibly replacing the nose landing gear (NLG) strut and brackets. A collapse of a Bellanca airplane's NLG during a landing prompted the proposed AD action. The actions specified by the proposed AD are intended to prevent possible failure of the nose landing gear, which, if not detected and corrected, could result in loss of control of the airplane during landing operations.

DATES: Comments must be received on or before March 20, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-54-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 Bellanca, Incorporated, P.O. Box 964, Alexandria, Minnesota 56308; telephone (612) 762-1501. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT:

Steven J. Rosenfeld, Aerospace Engineer, Airframe Branch, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Rm. 232, Des Plaines, Illinois 60018; (708) 294-7030; facsimile (708) 294-7834.

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. 95-CE-54-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. 95-CE-54-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

FAA has received a report of the nose landing gear (NLG) on a Bellanca Model 17-30A airplane collapsing during a landing. The collapse was caused by the NLG right drag strut bracket, part number (P/N) 194383-10, separating from the fire wall. A metallurgic examination found that this bracket broke into three pieces at two fracture locations and evidence showed that the fractures resulted from fatigue cracking originating from multiple sites along the forward and aft faces of the bracket. The cracks are occurring because of high loads feeding into the brackets due to incorrect landing gear rigging and the NLG wheel contacting the NLG wheel well before the NLG actuator reaches its stroke limit. An investigation revealed that these cracks could lead to the collapse of the NLG during ground operations and during landing operations. Similar reports of cracks and bends in the drag strut brackets (P/N 194383-0 Left and 194383-10 Right) have been received, but none of these owner/operators reported collapsing during landing operations.

Bellanca, Inc. has issued Service Letter (SL) B-107 which specifies procedures for inspecting the NLG drag strut and brackets for cracks, conducting a rigging and landing gear "In-the Well" test, and modifying the NLG cylinder.

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent possible failure of the nose landing gear, which, if not detected and corrected, could result in loss of control of landing operations.

Since an unsafe condition has been identified that is likely to exist or develop in other Bellanca Models 17-30, 17-30A, 17-31, 17-31A, 17-31TC, and 17-31ATC of the same type design, the proposed AD would require inspecting, testing, and possibly replacing and modifying the nose landing gear strut brackets. Accomplishment of the proposed actions would be in accordance with Bellanca SL B-107, dated September 20, 1995.

The FAA estimates that 1,109 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 24 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost

approximately \$160 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,774,400 or approximately \$1,600 per airplane. Bellanca has informed the FAA that no parts have been distributed to owner/operators for this replacement; therefore, this figure is based on the assumption that no owners/operators have accomplished the proposed inspection, testing, and replacement. In addition, the FAA has no way of determining the number of repetitive inspections each owner/operator will incur prior to replacing the bracket.

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:

Bellanca Incorporated: Docket No. 95-CE-54-AD.

Applicability: The following airplane models and serial numbers, certificated in any category:

Model	Serial Nos.
17-30	(Serial number 30123 through 30262.)
17-30A	(Serial number 30263 through 78-30905, except 76-30824.)
17-31	(Serial number 32-1 through 32-14.)
17-31A	(Serial number 32-15 through 78-32172.)
17-31TC	(Serial number 31001 through 31003.)
17-31ATC	(Serial number 31004 through 79-31155.)

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 (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 initially upon accumulating 500 hours time-in-service (TIS) or within the next 50 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter as indicated in the body of this AD. To prevent failure of the nose landing gear (NLG), which, if not detected and corrected, could result in loss of control of the airplane during landing operations.

(a) Inspect the NLG drag strut brackets for cracks or bends in accordance with the instructions in section 4 NLG DRAG STRUT BRACKET INSPECTION of Bellanca Service Letter (SL) B-107, dated September 20, 1995. Prior to further flight, replace any cracked or bent bracket with a part number (P/N) 194650-0 (right side) bracket or a P/N 194383-0 (left side) bracket in accordance with instructions in section 5. INSTALLATION NEW BRACKETS of Bellanca SL B-107, dated September 20, 1995.

(b) Inspect the NLG installation, including the upper and lower leg assemblies, upper and lower drag struts, over-center spring assembly, and engine mount; for corroded or worn bolts in accordance with the instructions in Section 6. NLG DRAG STRUT INSPECTION of Bellanca SL B-107, dated September 20, 1995. Prior to further flight, replace any corroded or worn bolts.

(c) Check the NLG drag strut rigging, the overcenter of the drag strut, and the NLG cylinder actuator stroke limit, and adjust any discrepancies in accordance with the applicable instructions contained in the following:

(1) Section 7. PRELIMINARY NLG DRAG STRUT RIGGING CHECK (including section 7.1 Preliminary Nose-Wheel-In-The-Well Test and section 7.2 Preliminary NLG Cylinder Down Test) of Bellanca SB B-107, dated September 20, 1995.

(2) Section 8. DRAG STRUT OVERCENTER TEST AND ADJUSTMENT of Bellanca SL B-107, dated September 20, 1995.

(3) Section 9. NLG CYLINDER DOWN TEST AND ADJUSTMENT of Bellanca SL B-107, dated September 20, 1995.

(d) If any discrepancies were found during any of the checks accomplished as required by paragraph (c) of this AD and the right side NLG drag strut bracket has not been replaced with P/N 194650-0 (accomplished as possible requirement of paragraph (a) of this AD), accomplish the following:

(1) Reinspect the NLG drag strut brackets for cracks or bends at intervals not to exceed 50 hours TIS in accordance with Section 4 NLG DRAG STRUT BRACKET INSPECTION of Bellanca SL B-107, dated September 20, 1995.

(2) Prior to further flight, replace any cracked or bent bracket with a P/N 194650-0 (right side) bracket or a P/N 194383-0 (left side) bracket in accordance with the instructions in section 5. INSTALLATION NEW BRACKETS of Bellanca SL B-107, dated September 20, 1995. Installing the P/N 194650-0 (right side) bracket eliminates the repetitive inspection requirement of this AD.

(3) The P/N 194650-0 (right side) bracket may be installed at any time to eliminate the repetitive inspection requirement of this AD.

(e) Check the NLG retraction (NLG-In-The-Well Test) in accordance with the instruction in Section 10. NLG-IN-THE-WELL TEST AND NLG CYLINDER MODIFICATION of Bellanca SL B-107, dated September 20, 1995. If the nose gear cylinder rod motion is greater than 0.015 inches, prior to further flight, replace the cylinder internal stroke limiting sleeve with a new sleeve, P/N 195577-4, in accordance with the instructions in Section 10. NLG-IN-THE-WELL TEST AND NLG CYLINDER MODIFICATION of Bellanca SL B-107, dated September 20, 1995.

(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 airplane to a location where the requirements of this AD can be accomplished.

(g) 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, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Rm. 232, Des Plaines, Illinois 60018. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of

compliance with this AD, if any, may be obtained from the Chicago Aircraft Certification Office.

(h) All persons affected by this directive may obtain copies of the document referred to herein upon request to Bellanca, Incorporated, P. O. Box 964, Alexandria, Minnesota 56308; 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 January 10, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-636 Filed 1-19-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 93-CE-54-AD]

Airworthiness Directives; Cessna Aircraft Company Engine Oil Filter Adapter Assemblies Installed on Aircraft

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking (NPRM); Reopening of the comment period.

SUMMARY: This document revises an earlier proposed airworthiness directive (AD) that would have required the following on aircraft equipped with certain engine oil filter adapter assemblies manufactured by the Cessna Aircraft Company (Cessna): repetitively inspecting the engine oil filter adapter assembly or torque putty if installed, and replacing any oil filter adapter assembly with oil leakage or security problems. Since issuance of the proposed AD, the Federal Aviation Administration (FAA) has determined that the proposed action should apply to all oil filter adapter assemblies manufactured by Cessna and installed on aircraft. The FAA has also determined that the procedures specified to accomplish the proposed AD should be revised and, that, based on comments submitted on the NPRM, other changes to the AD should be incorporated. Since the addition of oil filter adapter assembly part numbers to the proposal expands the scope of what was originally proposed, the FAA is allowing the public additional time for public comment. The actions specified by the proposed AD are intended to prevent loss of engine oil caused by loose or separated oil filter adapters, which, if not detected and corrected, could result in engine stoppage while in flight and loss of control of the airplane.

DATES: Comments must be received on or before March 21, 1996.

ADDRESSES: Submit comments in triplicate to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 93-CE-54-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.

Information that relates to the proposed AD may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Paul O. Pendleton, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone (316) 946-4143; 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. 93-CE-54-AD." The postcard will be date stamped and returned to the commenter.

Availability of Supplemental NPRMs

Any person may obtain a copy of this supplemental NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 93-CE-54-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to airplanes utilizing a Cessna engine oil filter adapter assembly, part number 0450404-1, 0450404-3, 0556004-1, 0556010-1, 1250403-6, 1250922-1, or 1250922-2, was published in the Federal Register on September 19, 1994 (59 FR 47821). The action proposed to require (1) applying torque putty between the engine oil filter adapter assembly, nut, and oil pump housing; (2) inspecting the oil filter adapter assembly for oil leakage and proper installation of the adapter retaining nut and fretting of associated threads (security), and replacing any oil filter and adapter assembly with oil leakage or security problems; and (3) repetitively inspecting the torque putty for cracks or misalignment, and reinspecting the oil filter adapter assembly if misalignment or torque putty cracks are found.

Interested persons have been afforded an opportunity to participate in the making of the proposed amendment. Due consideration has been given to the comments received.

One commenter recommends that the FAA require a one-time modification rather than relying on repetitive inspections to eliminate the unsafe condition of loose oil filter adapter assemblies. This commenter states that the repetitive inspections become too time-consuming and expensive, and that a one-time modification would eliminate both of these problems. The FAA concurs that, for the most part, a one-time modification is less time-consuming and less expensive than repetitive inspections. The FAA also believes that if the one-time modification provides an equivalent level of safety to the repetitive inspections, then the chance of further damage to the aircraft is less likely by incorporating the modification than by accomplishing repetitive inspections of the affected engine oil filter adapter assemblies. However, in this case, a one-time modification for the engine oil filter adapter assemblies is not available. If one becomes available that the FAA determines provides an equivalent level of safety to that provided by the repetitive inspections, further rulemaking action may be taken. Until such a modification is developed, the FAA has determined that repetitive inspections of the affected engine oil filter adapter assemblies are necessary. The notice of proposed rulemaking (NPRM) is unchanged as a result of this comment.