

neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 163 airplanes of U.S. registry will be affected by this AD, that it will take approximately 25 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$244,500, or \$1,500 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:

96-12-16 Beech Aircraft Corporation. (Formerly deHavilland; Hawker Siddeley; British Aerospace, plc; Raytheon Corporate Jets, Inc.): Amendment 39-9659. Docket 95-NM-122-AD.

Applicability: Model BAe 125 series 800A airplanes (including military variants C-29A and U-125); and Model Hawker 800 airplanes, excluding airplanes having constructor's numbers 258079 and 258213; 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 (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.

Note 2: Beech (Raytheon) Model BAe 125 series 800B airplanes are similar in design to the airplanes that are subject to the requirements of this AD and, therefore, also may be subject to the unsafe condition addressed by this AD. However, as of the effective date of this AD, those models are not type certificated for operations in the United States. Airworthiness authorities of countries in which the Model BAe 125 series 800B airplanes are approved for operation should consider adopting corrective action, applicable to those models, that is similar to the corrective action required by this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent restricted control of the ailerons, which could reduce the pilot's ability to initiate roll control during critical phases of flight, accomplish the following:

(a) For all airplanes, except Model BAe 125 series 800A airplane having constructor's number 258186: Within 6 months after the effective date of this AD, modify (including functional test) the airframe structure in the lower area of the fuselage aft of the wing rear spar, in accordance with Hawker Service Bulletin SB.53-82-3566G, Revision 3, December 14, 1995.

(b) For airplanes identified in paragraph (a) of this AD on which Hawker Modification 253566G has been installed prior to the effective date of this AD, in accordance with Hawker Service Bulletin SB.53-82-3566G,

dated March 1, 1995, Revision 1, dated March 14, 1995, or Revision 2, dated May 3, 1995: Within 30 days after the effective date of this AD, perform a functional test to determine if a bolt fouls the flap control system, in accordance with paragraph 2.A.(18) of the Accomplishment Instructions of Hawker Service Bulletin SB.53-82-3566G, Revision 3, dated December 14, 1995. If any foul is detected, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, Transport Airplane Directorate, FAA.

(c) For Model BAe 125 series 800A airplane having constructor's number 258186: Within 6 months after the effective date of this AD, modify the airframe structure in the lower area of the fuselage aft of the wing rear spar, in accordance with Hawker Service Bulletin SB.53-85-3566D, dated March 10, 1995, or Revision 1, dated May 23, 1995.

(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. 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.

(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) For certain airplanes, the modification and functional test shall be done in accordance with Hawker Service Bulletin SB.53-82-3566G, Revision 3, dated December 14, 1995. For certain other airplanes, the modification and functional test shall be done in accordance with Hawker Service Bulletin SB.53-85-3566D, dated March 10, 1995, or Hawker Service Bulletin SB.53-85-3566D, Revision 1, dated May 23, 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 may be obtained from Raytheon Aircraft Co., Manger Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. 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.

(g) This amendment becomes effective on July 15, 1996.

Issued in Renton, Washington, on May 31, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-14229 Filed 6-7-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39**[Docket No. 95-NM-164-AD; Amendment 39-9662; AD 96-12-19]****RIN 2120-AA64****Airworthiness Directives; Fokker Model F28 Mark 0100 Series Airplanes****AGENCY:** Federal Aviation Administration, DOT.**ACTION:** Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, that requires installation of reinforcement plates under each hook latch fitting on the frame of each large cargo door. For some airplanes, this amendment requires inspections to detect cracking in the area around each hook latch fitting, and repair, if necessary. This amendment is prompted by the results of stress analyses and destructive tests which revealed that fatigue-related cracking may develop in the vicinity of the hook latch fittings on the frame of the large cargo doors. The actions specified by this AD are intended to prevent reduced structural integrity of the frames of the cargo door due to fatigue cracking, which may lead to the cargo door(s) opening while the airplane is in flight.

DATES: Effective July 15, 1996. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 15, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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 (206) 227-1721; fax (206) 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 Fokker Model F28 Mark 0100 series airplanes was published in the Federal Register on January 19, 1996 (61 FR 1294). That action proposed to require installation of reinforcement plates under each hook

latch fitting on the frame of each large cargo door. For some airplanes, the action proposed to require inspections to detect cracking in the area around each hook latch fitting, and repair, if necessary.

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

Support for the Proposal

Two commenters support the proposed rule.

Request to Extend Proposed Compliance Time for Installation

One commenter requests that paragraph (a) of the rule be revised to extend the compliance time for accomplishing the installation. The commenter requests that the proposed compliance threshold of 11,000 flight cycles be extended to 16,000 flight cycles, and that the proposed "grace period" of 500 flight cycles (after the effective date of the AD) be extended to 2,200 flight cycles. This commenter, a U.S. operator, requests this extension so that its remaining fleet of affected airplanes can be modified during a regularly scheduled "Q" check (which occurs at approximately 16,000 flight cycles), and so that this operator can avoid special scheduling of airplanes, which would entail considerable expense over that estimated by the FAA's cost impact analysis. This commenter considers the extension justified because:

1. No cracks have been found on any of the airplanes that it has modified so far, which have accumulated an average of 13,755 total flight cycles; and

2. The proposed compliance threshold was based on only test data and not on in-service experience.

The FAA does not concur with the commenter's request to extend the compliance threshold. The proposed compliance time was developed not only in consideration of the urgency of the safety implications, but in consideration of normal maintenance schedules for timely accomplishment of the modification, and the recommendations of both the airplane manufacturer and the Netherlands airworthiness authority. The FAA determined that 11,000 flight cycles is the maximum acceptable threshold for accomplishing the installation without the need for additional inspections. Any cracking that may develop in the subject area during the period up to the accumulation of 11,000 total flight cycles on the airplane can be fully repaired with the accomplishment of

the installation described in Fokker Service Bulletin SBF100-52-050, Revision 1. However, if cracks are not detected and repaired by the 11,000-flight cycle threshold, they could grow to lengths such that the installation would not be sufficient to ensure the long-term structural integrity of the area associated with the cargo door frame, and may even necessitate the replacement of the complete door frame.

In addition, if the compliance threshold were extended beyond the 11,000-flight cycle threshold to 16,000 flight cycles as requested by the commenter, the FAA would find it necessary to require operators to conduct inspections (to detect cracking) during the extended period. Each inspection of the area would take approximately 4.5 hours to accomplish, which is the same amount of time required to accomplish the installation itself. Therefore, delaying the threshold for the installation to 16,000 flight cycles by performing necessary repetitive inspections in the meantime would not reduce operators' workload or costs.

However, the FAA does concur with the commenter's request to extend the "grace period." The FAA has determined that the proposed "grace period" of 500 flight cycles may be extended to 1,200 flight cycles, without the need for repetitive inspections beyond the inspection specified in paragraph (b) of the final rule. The FAA bases this determination not only on the safety implications associated with the unsafe condition, but on recent in-service data and inspection results. Accordingly, the FAA has revised paragraph (a) of the final rule to specify a "grace period" of 1,200 flight cycles.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 100 airplanes of U.S. registry will be affected by this AD, that it will take approximately 4.5 work hours per airplane to accomplish the required installation, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$10,000 per airplane. Based on these figures, the cost impact of the AD on

U.S. operators is estimated to be \$1,027,000, or \$10,270 per airplane.

The FAA estimates that it would take approximately 4.5 work hours per airplane to accomplish the required inspection (that is required for certain airplanes), and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the required inspection on U.S. operators is estimated to be \$270 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. However, the FAA has been advised that the required installation already has been accomplished on at least 8 affected airplanes; therefore, the future cost impact of this AD is reduced by at least \$82,160.

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:

96-12-19 Fokker: Amendment 39-9662.

Docket 95-NM-164-AD.

Applicability: Model F28 Mark 0100 series airplanes; as listed in Fokker Service Bulletin SBF100-52-050, Revision 1, dated September 14, 1994; 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 prevent reduced structural integrity of the frame of the large cargo door, which may lead to the cargo door(s) opening while the airplane is in flight, accomplish the following:

(a) Prior to the accumulation of 11,000 total flight cycles, or within 1,200 flight cycles after the effective date of this AD, whichever occurs later, install two reinforcement plates under each hook latch fitting on the frame of each large cargo door, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-52-050, Revision 1, dated September 14, 1994.

(b) For airplanes that have accumulated 11,000 or more total flight cycles at the time of compliance with paragraph (a) of this AD: Concurrent with the accomplishment of the requirements of paragraph (a) of this AD, perform an inspection to detect cracking in the area around each hook latch fitting on the frame of each large cargo door, in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(1) If no cracking is detected, no further action is required by this paragraph.

(2) If any cracking is detected, prior to completing the requirements of paragraph (a) of this AD, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(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.

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 installation shall be done in accordance with Fokker Service Bulletin SBF100-52-050, Revision 1, dated September 14, 1994. 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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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 15, 1996.

Issued in Renton, Washington, on June 3, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-14382 Filed 6-7-96; 8:45 am]

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14 CFR Part 39

[Docket No. 95-NM-10-AD; Amendment 39-9663; AD 96-12-20]

RIN 2120-AA64

Airworthiness Directives; Lockheed Model 382, 382B, 382E, 382F, and 382G Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Lockheed Model 382, 382B, 382E, 382F, and 382G series airplanes, that currently requires visual inspections to detect loose, missing, or deformed fasteners in the upper truss mounts of certain engines, inspections to detect cracking in the associated tangs, and replacement of damaged parts. This amendment adds a requirement for repetitive ultrasonic inspections to detect cracking of the upper tangs and replacement of cracked parts. This amendment also provides for an optional terminating action for the