

Grob Installation Instructions No. 817-38, dated October 25, 1994, modify the damper unit and the rudder bell crank lever in accordance with Grob SB 817-38/2, dated March 31, 1995, and Grob Installation Instructions No. 817-38/1, dated March 31, 1995.

(b) For sailplanes that have not been modified in accordance with Grob SB TM 817-38, dated July 8, 1993, and Grob Installation Instructions No. 817-38, dated October 25, 1994, install a new damper unit and rudder bell crank lever in accordance with Grob SB 817-38/2, dated March 31, 1995 and Grob Installation Instructions No. 817-38/2 dated March 31, 1995.

(c) For all affected sailplanes, re-calculate the weight and balance data in accordance with the Actions section in Grob SB 817-38/2, dated March 31, 1995.

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

(e) 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(f) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Burkhard Grob Luft-und Raumfahrt, D-86874 Mattsies, Germany; or may examine these documents 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 August 23, 1996.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-22248 Filed 8-29-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-163-AD]

RIN 2120-AA64

Airworthiness Directives; de Havilland Model DHC-8-102 and -103 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 de Havilland Model DHC-8-102 and -103 series airplanes. This proposal would require repetitive external inspections to detect cracks in the skin exterior of the fuselage at floor level, and repair, if necessary. This proposal also would require repetitive internal inspections to detect cracks of the subject area, which terminates the repetitive external inspections. This proposal is prompted by a report that one of the tasks in the Maintenance Program Airworthiness Limitations List inadvertently excluded certain airplanes from the instructions for the inspections. The actions specified by the proposed AD are intended to prevent undetected cracking of the frames and skin panels of the fuselage, which could result in reduced structural integrity of the airplane.

DATES: Comments must be received by October 8, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-163-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 Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Jon Hjelm, Aerospace Engineer, Systems and Equipment Branch, ANE-172, FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7523; fax (516) 568-2716.

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 Number 95-NM-163-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, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-163-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

Transport Canada Aviation, which is the airworthiness authority for Canada, has notified the FAA that an unsafe condition may exist on certain de Havilland Model DHC-8-102 and -103 series airplanes. Transport Canada advises that, in a previous issue of the Maintenance Program Airworthiness Limitations List (ALL), certain modified airplanes were inadvertently excluded from instructions for performing one of the required maintenance tasks.

The ALL contains mandatory damage tolerance inspections of the fuselage [required by section 25.571 ("Damage tolerance and fatigue evaluation of structure") of the Federal Aviation Regulations (14 CFR 25.571), amendment 25-45] that are part of the type certificate of these airplanes. The instructions for these inspections are in the form of inspection "maintenance task cards" and are contained in the Dash 8 Maintenance Program Manual PSM 1-8-7.

Maintenance Task Card 5310/30C contains instructions for performing internal visual inspections to detect cracks of the left- and right-hand fuselage frames at the floor level. It also contains an effectivity listing, which specifies those airplanes on which the inspection is necessary. The effectivity of this task card lists airplanes on which de Havilland Modification 8/0427 has not been installed, but inadvertently

excludes from the list the airplanes on which that modification has been installed. Both the modified and unmodified airplanes must receive these inspections, however.

Since the ALL is incorporated into the Dash 8 Maintenance Program Manual, and since the ALL's effectivity for this necessary inspection is incorrect, the fuselage frames of the modified airplanes may not have been inspected. Without these necessary inspections, cracking could occur and go undetected. Additionally, cracking of the fuselage frames is often associated with secondary cracking of the fuselage skin. Such cracking of the frames and skin panels of the fuselage at the floor level, if not detected and corrected, could result in reduced structural integrity of the airplane.

Explanation of Relevant Service Information

De Havilland has issued Service Bulletin 8-53-48, dated August 26, 1994, which describes procedures for repetitive external detailed visual inspections to detect cracks in the left- and right-hand skin exterior of the fuselage at the floor level on Model DHC-8 series airplanes on which de Havilland Modification 8/0427 has been installed. The service bulletin also describes procedures for repetitive internal visual inspections to detect cracks of the fuselage frames. Accomplishment of the internal inspection eliminates the need for the repetitive external inspections. In addition, the service bulletin describes procedures for reporting all cracks to Bombardier Regional Aircraft Division.

Transport Canada Aviation classified this service bulletin as mandatory and issued Canadian airworthiness directive CF-94-17, dated September 9, 1994, in order to assure the continued airworthiness of these airplanes in Canada.

FAA's Conclusion

This airplane model is manufactured in Canada and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, Transport Canada Aviation has kept the FAA informed of the situation described above. The FAA has examined the findings of Transport Canada Aviation, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, the proposed AD would require repetitive external detailed visual inspections to detect cracks in the left- and right-hand skin exterior of the fuselage at the floor level. The proposed AD also would require repetitive internal visual inspections to detect cracks of the fuselage frames; initiation of these inspections would constitute terminating action for the repetitive external inspection requirements. The actions would be required to be accomplished in accordance with the service bulletin described previously.

This proposed AD would be applicable only to airplanes on which de Havilland Modification 8/0427 has been installed, and on which Maintenance Program Manual PSM 1-8-7, Task 5310/30C (Section 3-53, page 12, dated August 10, 1993) has not been accomplished.

Differences Between the Proposal and the Related Service Information

Operators should note that, although the service bulletin specifies that operators are to contact Bombardier Regional Aircraft Division for "disposition of all cracks," this proposed AD would require that operators accomplish the repair of any cracking in accordance with the de Havilland DHC-8 Structural Repair Manual, or in accordance with a method approved by Transport Canada Aviation or the FAA.

Cost Impact

The FAA estimates that 80 airplanes of U.S. registry would be affected by this proposed AD.

The proposed external inspections would take approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$4,800, or \$60 per airplane, per inspection.

The proposed internal inspections would take approximately 3 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$14,400, or \$180 per airplane, per inspection.

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:

de Havilland, Inc.: Docket 95-NM-163 AD.

Applicability: Model DHC-8-102 and 103 series airplanes having serial numbers 101 through 180, inclusive; on which de Havilland Modification 8/0427 has been installed, and on which Maintenance Program Manual PSM 1-8-7, Task 5310/30C (Section 3-53, page 12, dated August 10, 1993) has not been accomplished; 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 undetected cracking of the frames and skin panels of the fuselage, which could result in reduced structural integrity of the airplane, accomplish the following:

(a) Prior to the accumulation of 15,343 total flight cycles, or within 200 landings after the effective date of this AD, whichever occurs later, perform an external detailed visual inspection to detect cracks in the left- and right-hand skin exterior of the fuselage at floor level, in accordance with paragraph III, External Inspection, of the Accomplishment Instructions of de Havilland Service Bulletin S.B. 8-53-48, dated August 26, 1994.

(1) If no crack is detected, repeat the external detailed visual inspection thereafter at intervals not to exceed 750 landings.

(2) If any crack is detected, prior to further flight, perform an internal visual inspection to detect cracks of the fuselage frames in accordance with the service bulletin. Accomplishment of this internal visual inspection constitutes terminating action for the repetitive external detailed visual inspections required by of paragraph (a)(1) of this AD.

(i) If no crack is detected during the internal inspection, prior to further flight, repair the cracked area(s) found during the external inspection, in accordance with the de Havilland DHC-8 Structural Repair Manual; or in accordance with a method approved by Transport Canada; or in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Repeat the internal inspection thereafter at intervals specified in accordance with the Dash 8 Maintenance Program Manual.

(ii) If any crack is detected during the internal inspection, prior to further flight, repair all cracks found during both the external and internal inspections, in accordance with the de Havilland DHC-8 Structural Repair Manual, or in accordance with a method approved by Transport Canada Aviation; or in accordance with a method approved by the Manager, New York ACO, FAA, Engine and Propeller Directorate. Repeat the internal inspection thereafter at intervals specified in accordance with the Dash 8 Maintenance Program Manual.

(b) Prior to the accumulation of 31,000 flight cycles, or within 12 months after the effective date of this AD, whichever occurs later, perform an internal visual inspection to detect cracking of the fuselage frames, in accordance with de Havilland Service

Bulletin S.B. 8-53-48, dated August 26, 1994. Accomplishment of the internal visual inspection constitutes terminating action for the repetitive external detailed visual inspections required by paragraph (a)(1) of this AD.

(1) If no cracking is detected during the internal inspection, repeat the internal inspection thereafter at intervals specified in accordance with the Dash 8 Maintenance Program Manual.

(2) If any cracking is detected during the internal inspection, prior to further flight, repair it in accordance with the de Havilland DHC-8 Structural Repair Manual, or in accordance with a method approved by Transport Canada Aviation; or in accordance with a method approved by the Manager, New York ACO, FAA, Engine and Propeller Directorate. Repeat the internal inspection thereafter at intervals specified in accordance with the Dash 8 Maintenance Program Manual.

(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, New ACO, FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York 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 August 23, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-22143 Filed 8-29-96; 8:45 am]
BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 96-SW-14-AD]

Airworthiness Directives; Robinson Helicopter Company Model R22 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to Robinson Helicopter Company (Robinson) Model R22 helicopters, that currently requires installation of an improved throttle governor; an adjustment to the low RPM warning unit threshold to increase the revolutions-per minute (RPM) at which

the warning horn and caution light activate; and revisions to the R22 Rotorcraft Flight Manual that prohibit flight with the improved throttle governor selected off, except in certain situations. This action would require the same compliance actions required by the existing AD, as well as require an insertion of procedures for the improved throttle governor into the Normal and Emergency sections of the R22 Rotorcraft Flight Manual and correct the applicability section of the existing AD. This proposal is prompted by the need to insert normal and emergency procedures for the improved throttle governor in the flight manual, as well as clarify the helicopter serial numbers to which the AD applies. The actions specified by the proposed AD are intended to minimize the possibility of pilot mismanagement of the main rotor (M/R) RPM, which could result in unrecoverable M/R blade stall and subsequent loss of control of the helicopter.

DATES: Comments must be received by October 29, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-SW-14-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Ms. Elizabeth Bumann, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712 4137, telephone (310) 627-5265; fax (310) 627-5210.

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