

(B) Perform a magnetic particle inspection to detect cracks throughout the fitting, paying particular attention to the relief radius at the forward surface boss. If any crack is detected as a result of this inspection, prior to further flight, replace the fitting with a serviceable part.

(iii) Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 500 landings.

(b) For Model DHC-8-300 series airplanes: Within 250 landings after October 7, 1991 (the effective date of AD 91-20-12, amendment 39-8046), inspect the three actuator attachment fitting bolts on the right- and left-hand ML's to detect loose bolts by applying a torque of not less than 10 foot-pounds to each bolt.

(1) If no loose bolt is found as a result of the inspection required by paragraph (b) of this AD, repeat this inspection thereafter at intervals not to exceed 500 landings.

(2) If any loose bolt is found as a result of the inspection required by paragraph (a) of this AD, accomplish paragraphs (b)(2)(i), (b)(2)(ii), and (b)(2)(iii) of this AD.

(i) Prior to further flight, replace the loose bolt with a new bolt of the same part number.

(ii) Within 250 landings after October 7, 1991 (the effective date of AD 91-20-12, amendment 39-8046), accomplish (b)(2)(ii)(A) and (b)(2)(ii)(B) of this AD.

(A) Remove the associated support fitting (P/N 85410084 for Model DHC-8-301 airplanes, and P/N 85411701 for Model DHC-8-311 airplanes).

(B) Perform a magnetic particle inspection to detect cracks throughout the fitting, pay particular attention to the relief radius at the forward surface boss. If any crack is detected as a result of this inspection, prior to further flight, replace the fitting with a serviceable part.

(iii) Repeat the inspection required by paragraph (b) of this AD thereafter at intervals not to exceed 500 landings.

(c) Within 90 days after the effective date of this AD, accomplish paragraphs (c)(1) and (c)(2), as applicable, of this AD.

Accomplishment of this paragraph constitutes terminating action for the inspections required by paragraphs (a) and (b) of this AD.

(1) For Model DHC-8-100 and -300 series airplanes, having serial numbers 3 through 400 inclusive, except serial number 391: Modify the frame and the retraction actuator fitting of the MLG, in accordance with de Havilland Service Bulletin S.B. 8-54-34, Revision 'A', dated July 21, 1995.

(2) For Model DHC-8-100 and -300 series airplanes, having serial number 3 through 332 inclusive: Modify the retraction actuator fitting of the MLG, in accordance with de Havilland Service Bulletin S.B. 8-54-27, Revision AD, dated August 22, 1994.

(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, New York Aircraft Certification Office (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.

(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) The modifications shall be done in accordance with de Havilland Service Bulletin S.B. 8-54-34, Revision 'A', dated July 21, 1995; and de Havilland Service Bulletin S.B. 8-54-27, Revision 'B', dated August 22, 1994, as applicable. 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 Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario, Canada M3K 1Y5. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on November 4, 1996.

Issued in Renton, Washington, on September 19, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-24653 Filed 9-27-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-152-AD; Amendment 39-9770; AD 96-20-04]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F28 Mark 1000, 2000, 3000, and 4000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Fokker Model F28 Mark 1000, 2000, 3000, and 4000 series airplanes, that requires modification of the passenger door lock warning system. This amendment is prompted by reports that the passenger door opened during flight due to an improperly locked door; additionally, the door warning signal was not sufficiently visible to alert the flight crew of this condition. The actions specified by this AD are intended to ensure that the flight crew is aware of an unlocked passenger door

prior to takeoff of the airplane. This condition, if not corrected, could result in inadvertent opening of the passenger door while the airplane is in flight.

DATES: Effective November 4, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 4, 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: Tim Dulin, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2141; 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 all Fokker Model F28 Mark 1000, 2000, 3000, and 4000 series airplanes was published in the Federal Register on April 4, 1996 (61 FR 15002). That action proposed to require modification of the passenger door lock warning system.

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

One commenter supports the proposed rule.

Request for Guidance Prior to Modification

A second commenter supports the proposed compliance times. However, this commenter suggests that the manufacturer provide all affected operators with specific guidance for use during the period prior to implementation of the modification. The commenter notes that this may entail special preflight inspections or equipment operation. The commenter makes this suggestion due to the high significance of a failure that could occur prior to the time accomplishment of the modification is required.

The FAA agrees with the commenter's suggestion that additional guidance or

procedures may be useful to operators prior to accomplishment of the modification to ensure that passenger doors are closed properly prior to takeoff. The FAA has forwarded this suggestion to the manufacturer to determine if any additional information may be disseminated to operators in the interim to aid in avoidance of the addressed unsafe condition. However, the FAA does not intend to require interim action in this final rule.

Therefore, no change to the final rule is necessary.

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 as proposed.

Cost Impact

The FAA estimates that 37 Fokker Model F28 Mark 1000, 2000, 3000, and 4000 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 22 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$865 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$80,845, or \$2,185 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:

96-20-04 Fokker: Amendment 39-9770. Docket 95-NM-152-AD.

Applicability: All Model F28 Mark 1000, 2000, 3000, and 4000 series airplanes, 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 (b) 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 inadvertent opening of the passenger door while the airplane is in flight, accomplish the following:

(a) Modify the passenger door lock warning system at the time specified in paragraph (a)(1) or (a)(2) of this AD, as applicable.

(1) For airplanes in post-Fokker Service Bulletin F28/52-72 configuration: Accomplish the modification within 9 months after the effective date of this AD, in accordance with Fokker Service Bulletin F28/52-101, Revision 1, dated August 24, 1992.

(2) For airplanes in pre-Fokker Service Bulletin F28/52-72 configuration: Accomplish the modification within 1,500 landings after the effective date of this AD, in accordance with Fokker Service Bulletin F28/52-112, dated February 1, 1995.

(b) 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 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.

(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) The modification shall be done in accordance with the following Fokker service bulletins, as applicable, which contain the specified effective pages:

Service bulletin referenced and date	Page	Revision level shown on page	Date shown on page
F28/52-101, Revision 1, August 24, 1992	1-6	1	August 24, 1992.
	7-13	Original	November 1, 1988.
F28/52-112, February 1, 1995	1-16	Original	February 1, 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 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.

(e) This amendment becomes effective on November 4, 1996.

Issued in Renton, Washington, on September 19, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-24652 Filed 9-27-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-49-AD; Amendment 39-9772; AD 96-20-06]

RIN 2120-AA64

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Jetstream Model 4101 airplanes, that currently requires inspection to determine the number of hours time-in-service on the landing gear control unit, and modification of the cable (electrical wiring circuit) of the landing gear control unit. That AD was prompted by a report of failure of a micro-switch in the landing gear control unit. This amendment requires installation of a new landing gear control unit. This amendment also expands the applicability of the existing AD to include additional airplanes. The actions specified by this AD are intended to prevent uncommanded retraction of a landing gear, which could adversely affect airplane controllability.

DATES: Effective November 4, 1996.

The incorporation by reference of Jetstream Service Bulletin J41-32-044, dated September 22, 1995, listed in the regulations is approved by the Director of the Federal Register as of November 4, 1996.

The incorporation by reference of Jetstream Alert Service Bulletin J41-A32-042, dated April 13, 1995 listed in the regulations was approved previously by the Director of the Federal Register as of June 14, 1995 (60 FR 28035, May 30, 1995).

ADDRESSES: The service information referenced in this AD may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. 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:

William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION:

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 95-09-03, amendment 39-9241 (60 FR 28035, May 30, 1995), which is applicable to certain Jetstream Model 4101 airplanes, was published in the Federal Register on April 29, 1996 (61 FR 18707). The action proposed to supersede AD 95-09-03. For those airplanes subject to AD 95-09-03, it proposed to continue to require an inspection to determine the number of hours time-in-service on the landing gear control unit, and modification of the cable (electrical wiring circuit) of the landing gear control unit. For those airplanes and certain others, it proposed to require installation of a new improved landing gear control unit.

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 Proposed Rule

One commenter supports the proposed rule.

Request to Limit Applicability of Proposed Rule

One commenter questions why the proposed rule requires Jetstream Modification JM41490 (modification of the cable of the landing gear control unit) to be accomplished on the additional airplanes that have been included in the applicability of the proposed rule. The commenter states that this modification was installed on airplanes having constructor numbers 41052 and subsequent at the manufacturer's facility prior to delivery. Therefore, those airplanes should not be subject to the requirement for that modification.

The FAA points out that Modification JM41490 (which is described in Jetstream Alert Service Bulletin J41-A32-042) is required by AD 95-09-03 to be accomplished on Model 4101 airplanes having constructor numbers 41001 through 41046 inclusive, and 41048 through 41052 inclusive. That

requirement is specified in paragraph (a) of AD 95-09-03. Paragraph (a) of this new AD merely restates the requirements of paragraph (a) of AD 95-09-03. It clearly indicates that it is applicable only to those same airplanes that were subject to AD 95-09-03; no new, additional airplanes are subject to the requirements of that paragraph. Further, airplanes on which those actions have been performed previously, do not have to be modified in accordance with that paragraph a second time.

Request to Verify Parts Availability

One commenter states that it has information that the manufacturer has been unable to produce the landing gear control units at the originally planned rate. The commenter requests that the FAA verify with the manufacturer that the landing gear control units required by paragraph (b) of the proposed rule will be available for installation within the proposed compliance time of six months.

The FAA has verified with the manufacturer that there should be no delay in the manufacturing of those parts. Therefore, the compliance time of six months for this AD will remain unchanged.

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 as proposed.

Cost Impact

There are approximately 44 Jetstream Model 4101 airplanes of U.S. registry that will be affected by this AD.

The actions that are currently required by AD 95-09-03, and retained in this AD, take approximately 7 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. The required parts are provided by the manufacturer at no cost to the operator. Based on these figures, the cost impact on U.S. operators of the actions currently required is estimated to be \$18,480, or \$420 per airplane. The FAA has been advised that all affected U.S. operators have accomplished these requirements; therefore, there is no future cost impact of these requirements on current U.S. operators of these airplanes.

The new installation that is required by this new AD will take approximately 6 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would be provided at no cost to the operator. Based on these figures, the