

## 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 a new airworthiness directive (AD) to read as follows:

Beech Aircraft Corporation: Docket No. 96-CE-27-AD.

**Applicability:** Model 1900D airplanes (serial numbers UE-1 through UE-215), 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 (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:** The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.

Level 2: (1), (2), (3), etc.

Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

**Compliance:** Required within the next 50 hours time-in-service (TIS) after the effective date of this AD, and thereafter as indicated in the body of this AD, unless already accomplished.

To prevent separation of the stabilons from the airplane, which could cause loss of airplane stability during flight, accomplish the following:

(a) Inspect the left upper and lower, and the right upper and lower stabilon attachment angles for proper thickness, which is .090-inch, in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beechcraft Mandatory Service Bulletin (MSB) 2651, issued January 1996.

(1) If the attachment angles are the correct thickness, then no further action is required.

(2) If the attachment angles are not the correct thickness, accomplish the following in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beechcraft MSB 2651, issued January 1996:

(i) Repetitively inspect the stabilon attachment angles for cracks, at intervals not to exceed 50 hours TIS, until cracks are visible or until the attachment angles are replaced.

(ii) If cracks are visible, prior to further flight, replace the attachment angles with attachment angles of the correct thickness (.090-inch).

(iii) If no cracks are visible during any of the required inspections of this AD, replace the attachment angles with attachment angles of the correct thickness (.090-inch) upon the accumulation of 600 hours TIS, after the effective date of this AD.

(b) The replacement of the correct stabilon attachment angles at any time after the effective date of this AD will terminate the repetitive inspection requirements of this AD.

(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) 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, Wichita Aircraft Certification Office, 1801 Airport Rd., Rm. 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita 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 Wichita Aircraft Certification Office.

(e) All persons affected by this directive may obtain copies of this document referred to herein upon request to Beech Aircraft Corporation, P. O. Box 85, Wichita, Kansas 67201-0085; 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 October 16, 1996.

Bobby W. Sexton,

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-27138 Filed 10-22-96; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 39

[Docket No. 96-NM-243-AD]

RIN 2120-AA64

### Airworthiness Directives; Jetstream Model 4101 Airplanes

**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 certain Jetstream Model 4101 airplanes, that currently requires a one-time inspection of the airplane records to determine the serial number, the total number of hours time-in-service accumulated, and the date of installation of the yaw damper servo in the autopilot system; and to determine the date of installation of a particular kit, if installed. That AD also requires removing and replacing the yaw damper servo, or rendering the yaw damper servo inoperative. The actions specified by that AD are intended to prevent overheating failure of the Flight Control Computer (FCC), which could result in smoke in the flight deck that could inhibit the ability of the flightcrew to safely operate and land the airplane. This action would require installation of circuit breakers on the avionics relay panel, which, when accomplished, would constitute terminating action for the previous requirements of the AD.

**DATES:** Comments must be received by December 3, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-243-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 Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

**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:

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 96-NM-243-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. 96-NM-243-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

#### Discussion

On September 4, 1996, the FAA issued AD 96-19-06, amendment 39-9754 (61 FR 48614, September 16, 1996), applicable to certain Jetstream Model 4101 airplanes, to require a one-time inspection of the airplane records to determine the serial number, the total number of hours time-in-service accumulated, and the date of installation of the yaw damper servo in the autopilot system; and to determine the date of installation of a particular kit, if installed. That AD also requires removing and replacing the yaw damper servo, or rendering the yaw damper servo inoperative. That action was prompted by reports of smoke in the flight deck due to overheat failure of the Flight Control Computer (FCC). Investigation revealed that this failure occurred due to contamination and internal corrosion of the yaw damper servo, which is mounted in the tailcone of the airplane. This condition caused corrosion deposits to build up in the pins and shell of the electrical connector of the yaw damper servo and consequent electrical breakdown and high current flow through the connecting wires to the FCC, which is mounted under the flight deck floor. While this current flow was not high enough to trip the 7.5A circuit breaker that protects the FCC, it was sufficient to cause burning of the circuit boards

within the FCC. Such burning, if not corrected, could result in smoke in the flight deck, which could inhibit the ability of the flightcrew to safely operate and land the airplane. The actions specified in this AD are intended to prevent such overheat failure.

#### Actions Since Issuance of Previous Rule

When AD 96-19-06 was issued, it contained a provision for the optional installation of circuit breakers on the avionics relay panel, which, if installed, would constitute terminating action for the requirements of the AD. In the preamble to AD 96-19-06, the FAA indicated that it intended to revise that AD to require the installation of circuit breakers on the avionics relay panel. This action proposes such a requirement.

#### Explanation of Relevant Service Information

Jetstream issued Service Bulletin J41-22-006, dated July 1, 1996, which describes procedures for installation of circuit breakers on the avionics relay panel (Kit JK42867) that will open when the current through certain autopilot servos is more than a set value. This installation entails installing a bracket and two circuit breakers on the avionics relay panel, re-routing two cables, installing two new cables, and performing an operational test of the autopilot system. Accomplishment of the installation will prevent overheat failure of the FCC when any failure occurs in the rudder/yaw damper servo system or elevator servo system that results in excessive current flow to the servos. In addition, accomplishment of the installation eliminates the need for the one-time inspection, removing and replacing the yaw damper servo and installing a new protective box (if not installed previously), or rendering the yaw damper servo inoperative.

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, classified this service bulletin as mandatory and issued British airworthiness directive 002-07-96, dated July 1996, in order to assure the continued airworthiness of these airplanes in the United Kingdom.

#### FAA's Conclusions

This airplane model is manufactured in the United Kingdom 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, the CAA has kept the FAA informed of the situation

described above. The FAA has examined the findings of the CAA, 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 registered in the United States, the proposed AD would supersede AD 96-19-06. It would continue to require a one-time inspection of the airplane records to determine the serial number, the total number of hours time-in-service accumulated, and the date of installation of the yaw damper servo in the autopilot system; and to determine the date of installation of a particular kit, if installed. It also would continue to require removing and replacing the yaw damper servo, or rendering the yaw damper servo inoperative. These actions would be required to be accomplished in accordance with Jetstream Alert Service Bulletin J41-22-005, dated July 1, 1996.

This new proposed AD would require installation of circuit breakers on the avionics relay panel. Accomplishment of the installation would constitute terminating action for the previous requirements of the (existing) AD. The installation would be required to be accomplished in accordance with Jetstream Service Bulletin J41-A22-006, dated July 1, 1996, described previously.

#### FAA's Determination Relative to Terminating Actions

The FAA has determined that long term continued operational safety will be better assured by modifications or design changes to remove the source of the problem, rather than by attempting to eliminate all possible failures of the autopilot rudder/yaw damper servo system or elevator servo system that result in excessive current flow to the servos. The proposed modification requirement is in consonance with this consideration.

#### Cost Impact

There are approximately 55 Jetstream Model 4101 airplanes of U.S. registry that would be affected by this proposed AD.

The actions that are currently required by AD 96-19-06 take approximately 2 to 5 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based

on these figures, the cost impact on U.S. operators of the actions currently required is estimated to be between \$6,600 and \$16,500, or between \$120 and \$300 per airplane.

The new action (installation) that is proposed in this AD action would take approximately 3 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would be provided by the manufacturer at no cost to operators. Based on these figures, the cost impact on U.S. operators of the proposed installation requirement of this AD is estimated to be \$9,900, or \$180 per airplane.

Based on the figures discussed above, the (combined) cost impact of this proposed AD on U.S. operators would be between \$16,500 and \$26,400, or between \$300 and \$480 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or 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 removing amendment 39-9754 (61 FR 48614, September 16, 1996), and by adding a new airworthiness directive (AD), to read as follows:

Jetstream Aircraft Limited: Docket 96-NM-243-AD. Supersedes AD 96-19-06, Amendment 39-9754.

*Applicability:* Model 4101 airplanes having serial numbers 41004 through 41092 inclusive, on which Jetstream Service Bulletin J41-22-006, dated July 1, 1996 (Kit JK42867), 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 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 overheat failure of the Flight Control Computer (FCC), which could result in smoke in the flight deck that could inhibit the ability of the flightcrew to safely operate and land the airplane, accomplish the following:

(a) Within 14 days after October 1, 1996 (the effective date of AD 96-19-06), perform a one-time inspection of the airplane records to determine the serial number, the total number of hours time-in-service accumulated, and the date of installation of the yaw damper servo in the autopilot system; and to determine the date of installation of Kit JK42716 (reference Jetstream Service Bulletin J41-53-016 or J41-22-007), if installed. Accomplish the inspection in accordance with Part 1 of the Accomplishment Instructions of Jetstream Alert Service Bulletin J41-A22-005, dated July 1, 1996. Thereafter, either remove and replace the yaw damper servo and install Kit JK42716 (if not installed previously), or render the yaw damper servo inoperative, in accordance with Part 2 or 3 of the alert service bulletin, respectively, at the time specified in paragraph (a)(1), (a)(2), or (a)(3) of this AD, as applicable.

(1) If Kit JK42716 has not been installed: Prior to the accumulation of 1,000 hours total time-in-service on the yaw damper servo, or within 30 days after October 1, 1996, whichever occurs later.

(2) If Kit JK42716 has been installed and the yaw damper servo was installed prior to the installation of Kit JK42716: Prior to the accumulation of 1,000 hours total time-in-service on the yaw damper servo, or within 30 days after October 1, 1996, whichever occurs later.

(3) If Kit JK42716 has been installed and the yaw damper servo was installed after the installation of Kit JK42716: Prior to the accumulation of 3,000 total hours time-in-service on the yaw damper servo, or within 30 days after October 1, 1996, whichever occurs later.

(b) Within 90 days after the effective date of this AD, install circuit breakers on the avionics relay panel (Kit JK42867) in accordance with Jetstream Service Bulletin J41-22-006, dated July 1, 1996.

Accomplishment of this installation constitutes terminating action for the requirements of paragraph (a) of this AD.

(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, 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.

(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 October 17, 1996.

Darrell M. Pederson,  
*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 96-27239 Filed 10-22-96; 8:45 am]

**BILLING CODE 4910-13-U**

#### **14 CFR Part 39**

**[Docket No. 96-NM-235-AD]**

**RIN 2120-AA64**

#### **Airworthiness Directives; McDonnell Douglas Model DC-9 Series Airplanes**

**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 certain