

**Compliance:** Required within the next 100 hours time-in-service after the effective date of this AD or within the next 6 calendar months after the effective date of this AD, whichever occurs first, unless already accomplished.

To prevent failure of the MLG to extend because of corroded MLG inboard locking hinges, which could result in loss of control of the airplane during landing operations, accomplish the following:

(a) Remove the MLG inboard doors and the door locking control mechanism (MOD 70-065-32) in accordance with the Technical Instruction of Modification OPT70 KO59-32, dated December 1995, as referenced in Socata SB Socata 70-073, Amdt. 1, dated June 1996.

(b) As of the effective date of this AD, no person may remove MOD 70-065-32 on any affected airplane, by reinstalling the MLG inboard doors and the door locking control mechanism.

(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 compliance time that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Division.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Division.

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to the SOCATA Groupe AEROSPATIALE, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; or the Product Support Manager, U.S. AEROSPATIALE, 2701 Forum Drive, Grand Prairie, Texas 75053; 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 April 2, 1997.

**Michael Gallagher,**

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

[FR Doc. 97-8995 Filed 4-8-97; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-NM-130-AD]

RIN 2120-AA64

#### Airworthiness Directives; Saab Model SAAB SF340A and SAAB 340B 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 Saab Model SAAB SF340A and SAAB 340B series airplanes, that currently requires inspections to detect improper connections of the wire harness installation to the cartridges of the fire extinguishers in the engine nacelles, correction of any discrepancy, and modification of the wiring. This action would add a revised modification of that wiring, which, if accomplished, would terminate the inspections currently required by the existing AD. This proposal is prompted by reports indicating that, due to the removal of a certain clamp during maintenance, these fire extinguisher cartridges still could be connected incorrectly after the modification required by the existing AD has been accomplished. The actions specified by the proposed AD are intended to prevent incorrect wiring of these cartridges, which would result in inability of the fire extinguishers to jointly discharge extinguishing agent into a nacelle in the event of an engine fire.

**DATES:** Comments must be received by May 19, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-130-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 SAAB Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

#### 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:

##### 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-130-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-130-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### Discussion

On January 26, 1994, the FAA issued AD 94-03-06, amendment 39-8813 (59 FR 4575, February 1, 1994), applicable to certain Saab Model SAAB SF340A and SAAB 340B series airplanes, to require repetitive inspections to detect improper connections of the harness installation to the cartridges of the fire extinguishers in the engine nacelles. If an improper connection is found, the AD requires that it be corrected. This inspection is to be accomplished on all airplanes immediately after any maintenance action that requires

disconnection of the electrical connectors to the cartridges of either fire extinguisher. In addition, if the wiring to one of the electrical connectors exceeds a certain length, it is to be shortened by making a loop in the wiring and securing the loop with wax string.

That action was prompted by a report of improperly routed control wiring to the nacelle fire extinguisher cartridges on a Model SAAB 340B series airplane. An investigation revealed that certain wiring of the electrical connectors to these extinguisher cartridges on some airplanes is excessively long; this contributes to the possibility of incorrectly connecting these cartridges.

There is one fire extinguisher in each nacelle, and each extinguisher has a forward and aft cartridge. When the electrical connectors to the forward and aft cartridges of both extinguishers are connected correctly, extinguishing agent from both extinguishers can be discharged on a fire in either nacelle. Should these connectors be reversed, however, the fire extinguishers cannot jointly discharge extinguishing agent into a nacelle in the event of an engine fire.

#### **Actions Since Issuance of Previous Rule**

Since the issuance of that AD, the FAA has received reports indicating that the wiring of some of these electrical connectors still could be connected incorrectly to the fire extinguisher cartridges, in spite of accomplishment of the modification mandated by that AD. This can occur when the clamp on the modified wiring is removed during maintenance. Should an incorrect connection occur, extinguishing agent from only one extinguisher, instead of both extinguishers, can be discharged into a nacelle in the event of a fire.

#### **Explanation of Relevant Service Information**

Saab has issued Service Bulletin SAAB 340-26-015, Revision 1, dated December 8, 1995, which describes procedures for conducting an inspection of the wiring of the electrical connectors to the cartridges of each fire extinguisher to detect if they are incorrectly connected; and correction of any discrepancy. (The inspection procedures differ slightly from the procedures for inspection specified in Saab Service Bulletin SAAB 340-26-012, Revision 1, dated October 5, 1993. That service bulletin is referenced as the appropriate source of service information in AD 94-03-06.)

This service bulletin also describes procedures for a modification that is revised from the modification required

by the existing AD. This revised modification entails cutting the wiring to one of the connectors when it exceeds a certain length. This revised modification prevents this wiring from being connected to the wrong cartridge of the fire extinguisher, and eliminates the need for repetitive inspections of this wiring.

The Luftfartsverket (LFV), which is the airworthiness authority for Sweden, classified this service bulletin as mandatory and issued Swedish airworthiness directive SAD No. 1-079, dated November 24, 1995, in order to assure the continued airworthiness of these airplanes in Sweden.

#### **FAA's Conclusions**

These airplane models are manufactured in Sweden and are type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LFV has kept the FAA informed of the situation described above. The FAA has examined the findings of the LFV, 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 94-03-06 to continue to require repetitive inspections to detect improper connections of the wire harness installation to the cartridges of the fire extinguishers in the engine nacelles, and correction of any discrepancies.

The proposed AD also would require a revised modification of the wiring to one of the electrical connectors if it exceeds a certain length.

Accomplishment of this modification would terminate the repetitive inspections of the wiring currently required by AD 94-03-06.

The actions would be required to be accomplished in accordance with the service bulletin described previously.

#### **Cost Impact**

There are approximately 235 Saab Model SAAB SF340A and SAAB 340B series airplanes of U.S. registry that would be affected by this proposed AD.

The actions that are currently required by AD 94-03-06 take

approximately 6 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. The cost for required parts would be minimal. Based on these figures, the cost impact on U.S. operators of the actions currently required is estimated to be \$77,760, or \$360 per airplane. (At the time AD 94-03-06 went into effect, it was estimated that 216 airplanes would be affected.)

The new actions that are proposed in this AD action would 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 operators. Based on these figures, the cost impact on U.S. operators of the proposed requirements of this AD is estimated to be \$84,600, or \$360 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 39-8813 (59 FR 4575, February 1, 1994), and by adding a new airworthiness directive (AD), to read as follows:

SAAB Aircraft AB; Docket 96-NM-130-AD. Supersedes AD 94-03-06, Amendment 39-8813.

**Applicability:** Model SAAB SF340A series airplanes having serial numbers 004 through 159 inclusive; and Model SAAB 340B series airplanes having serial numbers 160 through 345 inclusive; 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.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent the incorrect wiring of the wire harness installation to the fire extinguisher cartridges in the engine nacelles, which would result in the inability of the fire extinguishers to jointly discharge agent into a nacelle in the event of a fire:

(a) Within 25 days after February 16, 1994 (the effective date of AD 94-03-06, amendment 39-8813), perform an inspection to ensure proper connections of the wire harness installation to the engine nacelle fire extinguisher, in accordance with Saab Service Bulletin SAAB 340-26-012, Revision 1, dated October 5, 1993, or Saab Service Bulletin SAAB 340-26-015, Revision 1, dated December 8, 1995. Prior to further flight, correct any discrepancy found and modify the wiring, in accordance with the service bulletin. After the effective date of this AD, perform this inspection and correct any discrepancy found, in accordance with Saab Service Bulletin SAAB 340-26-015, Revision 1, dated December 8, 1995.

(b) Repeat the inspection specified in paragraph (a) of this AD immediately following any maintenance action during which both electric connectors to either of the fire extinguishers in the nacelle electrical bays are disconnected.

(c) Prior to the accumulation of 4,000 hours time-in-service after the effective date of this AD, or at the next scheduled maintenance inspection after the effective date of this AD, whichever occurs earlier:

(1) Conduct an inspection to ensure proper connection of the wire harness installation to the fire extinguisher cartridges in both engine nacelles, in accordance with Saab Service Bulletin SAAB 340-26-015, Revision 1, dated December 8, 1995. If any discrepancy is detected, prior to further flight, correct this discrepancy in accordance with the service bulletin.

(2) After the inspection required by paragraph (c)(1) of this AD has been accomplished, measure the total length of the wiring harness from the clamp to connector 9WB-P2/10WB-P2, in accordance with Saab Service Bulletin SAAB 340-26-015, Revision 1, dated December 8, 1995. If the wiring harness has been modified with a loop in accordance with the requirements of paragraph (a) of this AD, or in accordance with Saab Service Bulletin SAAB 340-26-012, Revision 1, dated October 5, 1993, before measuring, remove the loop in the wire harness in accordance with Saab Service Bulletin SAAB 340-26-015, Revision 1, dated December 8, 1995.

(i) If the total length is 7 inches (180mm) or less, no further action is required by this AD.

(ii) If the total length exceeds 7 inches (180mm), modify this wiring in accordance with Saab Service Bulletin SAAB 340-26-015, Revision 1, dated December 8, 1995. Accomplishment of this modification constitutes terminating action for the repetitive inspections required by paragraph (b) of this AD, and no further action is required by this AD.

**Note 2:** Accomplishment of this modification in accordance with Saab Service Bulletin SAAB 340-26-015, dated November 23, 1995, prior to the effective date of this AD, is considered acceptable for compliance with the requirements of paragraph (c)(2)(ii) of this AD.

(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 3:** 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 April 2, 1997.

**Darrell M. Pederson,**

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

[FR Doc. 97-9012 Filed 4-8-97; 8:45 am]

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

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

[Docket No. 96-NM-113-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Dornier Model 328-100 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 Dornier Model 328-100 series airplanes. This proposal would require repetitive inspections to detect cracking of the support beam of the main landing gear (MLG) fairing, and permanent repair of any cracking found. Accomplishment of the permanent repair terminates the repetitive inspections. This proposal is prompted by reports of cracking of the support beam of the MLG fairing. The actions specified by the proposed AD are intended to prevent such cracking, which could result in reduced structural integrity of the lower part of the MLG fairing, and subsequent separation of part of the fairing from the airplane.

**DATES:** Comments must be received by May 19, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-113-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 Dornier Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Connie Beane, Aerospace Engineer,