

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:

97-10-07 Construcciones Aeronauticas, S.A., CASA: Amendment 39-10019. Docket 96-NM-144-AD.

Applicability: All Model CN-235, CN-235-100, and CN-235-200 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 (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 in-flight uncommanded activation of the propeller brake system, which could result in in-flight shutdown of the engine, accomplish the following:

(a) Within 10 days after the effective date of this AD, disable the brake control valve of the propeller in accordance with Annex 1 of CASA Communication COM 235-82, Revision 3, dated January 31, 1995.

(b) Prior to restoring propeller brake operation, replace the propeller brake control unit having part number (P/N) HP1410100-5 or HP1410100-7, with a new propeller brake control unit having P/N HP1410100-9, in accordance with CASA Service Bulletin SB-235-61-01, dated October 11, 1994; or CASA Service Bulletin SB-235-61-01M, Revision 2 (for military airplanes), dated January 25, 1996; as applicable. Accomplishment of this replacement 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.

(e) Disabling the brake control valve of the propeller shall be done in accordance with Annex 1 of CASA Communication COM 235-82, Revision 3, dated January 31, 1995. The replacement shall be done in accordance with CASA Service Bulletin SB-235-61-01, dated October 11, 1994; or CASA Service Bulletin SB-235-61-01M, Revision 2, dated January 25, 1996; as applicable. CASA Service Bulletin SB-235-61-01M, Revision 2, dated January 25, 1996, contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1	1	November 27, 1995.
2	2	January 25, 1996.

Page No.	Revision level shown on page	Date shown on page
3-11	Original	October 11, 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 Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. 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 June 16, 1997.

Issued in Renton, Washington, on May 2, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 97-12042 Filed 5-9-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-138-AD; Amendment 39-10020; AD 97-10-08]

RIN 2120-AA64

Airworthiness Directives; Construcciones Aeronauticas, S.A. (CASA) Model CN-235 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain CASA Model CN-235 series airplanes, that requires replacement of the guide hooks of the cargo doors with new, improved guide hooks. This amendment is prompted by fatigue cracking found in the guide hooks of the cargo door. The actions specified by this AD are intended to prevent such fatigue cracking, which could result in reduced structural integrity of the cargo door and, consequently, lead to rapid decompression of the airplane.

DATES: Effective June 16, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 16, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Construcciones Aeronauticas, S.A.,

Getafe, Madrid, Spain. 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: Greg Dunn, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2799; fax (425) 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 CASA Model CN-235 series airplanes was published in the **Federal Register** on February 19, 1997 (62 FR 7382). That action proposed to require replacement of the guide hooks of the cargo doors with new, improved guide hooks.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

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 1 airplane of U.S. registry will be affected by this AD, that it will take approximately 150 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 \$6,100 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$15,100 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:

97-10-08 Construcciones Aeronauticas, S.A., CASA: Amendment 39-10020. Docket 96-NM-138-AD.

Applicability: Model CN-235 series airplanes, as listed in CASA Service Bulletin SB-235-52-23, Revision 2, dated June 9, 1994, and CASA Service Bulletin SB-235-52-23M, dated March 17, 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 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 fatigue-related cracking in the guide hooks of the cargo door, which could result in reduced structural integrity of the cargo door and, consequently, lead to rapid decompression of the airplane, accomplish the following:

(a) Replace the guide hooks of the cargo doors with new, improved guide hooks, in accordance with CASA Service Bulletin SB-235-52-23, Revision 2, dated June 9, 1994, or CASA Service Bulletin SB-235-52-23M, dated March 17, 1994; at the time specified in paragraph (a)(1) or (a)(2) of this AD, as applicable.

Note 2: Replacements accomplished prior to the effective date of this AD in accordance with CASA Service Bulletin SB-235-52-23, dated June 16, 1993, or Revision 1, dated April 13, 1994, are considered acceptable for compliance with the requirements of paragraph (a) of this AD.

(1) For airplanes listed in CASA Service Bulletin SB-235-52-23: Replace prior to the accumulation of 17,000 total landings.

(2) For airplanes listed in CASA Service Bulletin SB-235-52-23M: Replace prior to the accumulation of 15,000 total landings.

(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 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.

(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 replacement shall be done in accordance with CASA Service Bulletin SB-235-52-23, Revision 2, dated June 9, 1994, or CASA Service Bulletin SB-235-52-23M, dated March 17, 1994. CASA Service Bulletin SB-235-52-23, Revision 2, dated June 1994, contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1	1	April 13, 1994.
2	2	June 9, 1994.
3-9	Original	June 16, 1993.

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 Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. 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 June 16, 1997.

Issued in Renton, Washington, on May 2, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-12043 Filed 5-9-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-168-AD; Amendment 39-10021; AD 97-10-09]

RIN 2120-AA64

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Jetstream Model 4101 airplanes, that requires repetitive detailed visual inspections to detect cracks on frame 179 at the attachment bracket for the door restraint cable, and various follow-on actions. This amendment also requires installation of new doublers and stress pads on frame 179, which would terminate the repetitive inspections. This amendment is prompted by reports of cracks in frame 179 of the fuselage at the attachment bracket for the door restraint cable on in-service airplanes due to improper rigging of the door restraint system. The actions specified by this AD are intended to prevent such cracking, which could result in structural failure of the fuselage and consequent rapid decompression of the pressurized section of the fuselage.

DATES: Effective June 16, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 16, 1997.

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 (425) 227-2148; fax (425) 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 Jetstream Model 4101 airplanes was published in the **Federal Register** on February 14, 1997 (62 FR 6888). That action proposed to require repetitive detailed visual inspections to detect cracks on frame 179 at the attachment bracket for the door restraint cable, and various follow-on actions. That action also proposed to require installation of new doublers and stress pads on frame 179, which would constitute terminating action for the repetitive inspection requirements.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

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 49 Jetstream Model 4101 airplanes of U.S. registry will be affected by this AD.

The required inspection will take approximately 2 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 inspection required by this AD on U.S. operators is estimated to be \$5,880, or \$120 per airplane, per inspection cycle.

The required installation will take approximately 8 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the installation required by this AD on U.S. operators is estimated to be \$23,520, or \$480 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.

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:

97-10-09 Jetstream Aircraft Limited:

Amendment 39-10021. Docket 96-NM-168-AD.

Applicability: Model 4101 airplanes, constructors numbers 41004 through 41086 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 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