

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(g) The inspections, modification, and replacement required by this AD shall be done in accordance with Piaggio Service Bulletin 80-0076, ORIGINAL ISSUE: May 30, 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 of this service bulletin may be obtained from Industrie Aeronautiche e Meccaniche Rinaldo Piaggio S.p.A., Via Ciobriario, 4 16154 Genoa, Italy. Copies of this document may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment (39-10088) becomes effective on September 19, 1997.

Issued in Kansas City, Missouri, on July 16, 1997.

Carolanne L. Cabrini,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-19439 Filed 7-25-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-221-AD; Amendment 39-10089; AD 97-15-17]

RIN 2120-AA64

Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Saab Model SAAB 2000 series airplanes, that requires replacing the Abex alternating current (AC) electric motor with a new modified Abex AC electric motor having an improved fan. This amendment is prompted by reports indicating that the integrated hydraulic package (IHP) unit stopped functioning during flight because the fan on the AC electric motor came into contact with the housing of the motor due to inadequate clearance. The actions specified by this AD are intended to prevent loss of IHP function, which, if combined with other hydraulic system failures, could result in reduced controllability of the airplane.

DATES: Effective September 2, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 2, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from SAAB Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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:

Ruth Harder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1721; 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 Saab Model SAAB 2000 series airplanes was published in the **Federal Register** on April 30, 1997 (62 FR 23402). That action proposed to require replacing the Abex alternating current (AC) electric motor with a new modified Abex AC electric motor having an improved fan.

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. 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 2 Saab Model SAAB 2000 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 8 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will be provided by the manufacturer at no cost to operators. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$960, or \$480 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:

97-15-17 SAAB Aircraft SB: Amendment 39-10089. Docket 96-NM-221-AD.

Applicability: Model SAAB 2000 series airplanes, serial numbers -004 through -029 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 (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 loss of the integrated hydraulic package (IHP) function, which, if combined with other hydraulic system failures, could result in reduced controllability of the airplane, accomplish the following:

(a) Within 4 months after the effective date of this AD, replace the Abex alternating current (AC) electric motor with a new modified Abex AC electric motor having an improved fan, in accordance with Saab Service Bulletin 2000-29-004, dated September 18, 1995, including Attachment 1 (Abex NWL Service Bulletin 42103-29-232, dated August 23, 1995) and Attachment 2 (Abex NWL Service Bulletin 4208901-29-232, dated September 15, 1995).

(b) As of the effective date of this AD, no person shall install an Abex AC electrical motor, part number (P/N) 42103, Model HPS1VC-02; or an Abex AC electrical motor, P/N 4208901, Model HPS1VC-01-01; on any airplane.

(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) The replacement shall be done in accordance with Saab Service Bulletin 2000-29-004, dated September 18, 1995, including Attachment 1 (Abex NWL Service Bulletin 42103-29-232, dated August 23, 1995) and Attachment 2 (Abex NWL Service Bulletin 4208901-29-232, dated September 15, 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 SAAB Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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 September 2, 1997.

Issued in Renton, Washington, on July 18, 1997.

Gary L. Killion,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-19472 Filed 7-25-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-137-AD; Amendment 39-10090; AD 97-16-01]

RIN 2120-AA64

Airworthiness Directives; British Aerospace (Jetstream) Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain British Aerospace (Jetstream) Model 4101 airplanes. This action requires repetitive detailed visual inspections to detect cracks of the shear cleats of the roller guide structural support of the passenger door, and replacement of any cracked shear cleat with a new shear cleat. This action also provides for an optional terminating modification that constitutes terminating action for the repetitive inspections. This amendment is prompted by a report indicating that fatigue cracking was found in the roller guide shear cleats of the passenger door. The actions specified in this AD are intended to detect and correct such fatigue-related cracking, which could result in structural failure of the passenger door, and consequent rapid depressurization of the airplane or loss of the passenger door while the airplane is in flight.

DATES: Effective August 12, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 12, 1997.

Comments for inclusion in the Rules Docket must be received on or before September 26, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-137-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from AI(R) American Support, Inc., 13850 Mclearen Road, Herndon, Virginia 20171. This information may be examined 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. **FOR FURTHER INFORMATION CONTACT:** Bud Schroeder, Aerospace Engineer, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2148; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on certain British Aerospace (Jetstream) Model 4101 airplanes. The CAA advises that, during full-scale fatigue tests on a Jetstream Model 4101 test article, cracking was found in the roller guide shear cleats of the passenger door. Such cracking also was found during in-service maintenance inspections. This cracking is attributed to fatigue-related stress. Fatigue-related cracking in the roller guide shear cleats of the passenger door, if not detected and corrected in a timely manner, could result in structural failure of the passenger door, and consequent rapid depressurization of the airplane or loss of the passenger door while the airplane is in flight.

Explanation of Relevant Service Information

British Aerospace has issued Jetstream Alert Service Bulletin J41-A52-043, Revision 2, dated May 6, 1997, which describes procedures for repetitive detailed visual inspections to detect cracks of the roller guide shear cleats of the passenger door. The service bulletin also describes procedures for replacement of any cracked shear cleat with a new shear cleat. The CAA classified the alert service bulletin as mandatory and issued British airworthiness directive 003-03-97 in order to assure the continued airworthiness of these airplanes in the United Kingdom.

British Aerospace also has issued Jetstream Service Bulletin J41-52-050, dated May 6, 1997. The service bulletin describes procedures for modification of the passenger door, which will eliminate the need for repetitive detailed visual inspections. The modification involves installation of a one-piece machined abutment fitting to replace the existing roller guide