

installed on the Aerospatiale Model ATR42 series airplanes; therefore, both of those models may be subject to this same unsafe condition.

Explanation of Relevant Service Information

Aerospatiale has released two Aerospatiale Service Bulletins ATR42-52-0072 and ATR72-52-1040, both dated October 2, 1995, which describe procedures for modifying the "down-to-open" configuration of the handle of the passenger/crew door to an "up-to-open" configuration. If the airplane is flying unpressurized, this modification will prevent inadvertent opening of the door in flight by a person leaning or falling on the handle and, during an emergency evacuation, will eliminate any confusion concerning the direction in which the handle moves to an open position.

U.S. Type Certification of the Airplane

These airplane models are manufactured in France and are 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.

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 require modification of the handle of the passenger/crew door to change the "down-to-open" configuration to an "up-to-open" configuration. The actions would be required to be accomplished in accordance with the service bulletins described previously.

Cost Impact

The FAA estimates that 16 Aerospatiale Model ATR42 and ATR72 series airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 15 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$14,400, or \$900 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the 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 adding the following new airworthiness directive:

Aerospatiale: Docket 96-NM-141-AD.

Applicability: Model ATR42 and ATR72 series airplanes on which Aerospatiale Modification 04019 has 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 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/crew door during unpressurized flight, or delays in opening the passenger/crew door during an emergency evacuation; accomplish the following:

(a) Within 6 months after the effective date of this AD, modify the handle of the passenger/crew door by changing its configuration to an up-to-open configuration in accordance with Aerospatiale Service Bulletin ATR42-52-0072 (for Model ATR42 series airplanes), or ATR72-52-1040 (for Model ATR72 series airplanes), both dated October 2, 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.

Issued in Renton, Washington, on February 11, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-3967 Filed 2-18-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

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

RIN 2120-AA64

Airworthiness Directives; Israel Aircraft Industries (IAI), Ltd. Model 1125 Westwind Astra 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 IAI Model 1125 Westwind Astra series airplanes. This proposal would require repetitive inspections to detect loose or damaged rivets that fasten a certain support beam to the frame of the fuselage; and modification of the attachment between the support beam and fuselage by installation of additional fasteners, if necessary. This proposal also would require the eventual accomplishment of this modification on all airplanes, which would terminate the repetitive inspections. This proposal is prompted by reports indicating that the attachment between this beam and the fuselage has become loose on several airplanes. Movement of this beam could restrict the movement of the elevator and rudder controls cab that run through the bellcranks attached to it. The actions specified by the proposed AD are intended to prevent movement of this beam, which could restrict movement of the elevator and rudder controls, and consequently lead to reduced controllability of the airplane.

DATES: Comments must be received by March 31, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-96-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 Technical Publications, Astra Jet Corporation, 77 McCullough Drive, Suite 11, New Castle, Delaware 19720. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

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:

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

Discussion

The Civil Aviation Administration of Israel (CAAI), which is the airworthiness authority for Israel, recently notified the FAA that an unsafe condition may exist on certain IAI Model 1125 Westwind Astra series airplanes. The CAAI advises that it has received reports indicating that rivets fastening the support beam to the fuselage frame at station 452.00 have become loose on several Model 1125 Westwind Astra series airplanes. Should these rivets loosen where the beam attaches to the frame, the beam could move. Because the elevator and rudder controls run through bellcranks that are connected to this beam, movement of this beam could restrict the movement of these controls. This condition, if not corrected, could result in reduced controllability of the airplane.

Explanation of Relevant Service Information

Astra Jet has issued Service Bulletin SB 1125-53-135, dated April 26, 1995, which describes procedures for repetitive visual inspections of the rivets fastening the support beam to the fuselage frame at station 452.00; these inspections are to detect any rivet that is loose or has been damaged by the

relative movement of the rivet against the support beam (a "fretted rivet"). This service bulletin also describes procedures for modifying the attachment between the beam and the fuselage by the installation of additional fasteners that will strengthen this attachment. Accomplishment of this modification eliminates the need for repetitive inspections. The CAAI classified this service bulletin as mandatory and issued Israeli airworthiness directive 95-34, dated May 18, 1995, in order to assure the continued airworthiness of these airplanes in Israel.

FAA's Conclusions

This airplane model is manufactured in Israel 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 CAAI has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAAI, 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 require repetitive visual inspections to detect loose or fretted rivets that fasten the support beam to the fuselage frame at station 452.00. Should any loose or fretted rivet be detected, the proposed AD would require modification of the attachment between the beam and the fuselage by the installation of additional fasteners. Additionally, this proposed AD would require that this modification be installed eventually on all affected airplanes. Accomplishment of this modification also would terminate the requirement for repetitive inspections. The actions would be required to be accomplished in accordance with the service bulletin described previously.

Cost Impact

The FAA estimates that 58 IAI Model 1125 Westwind Astra series airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 1 work hour per airplane to accomplish the proposed visual inspection, and the average labor rate is \$60 per work hour.

Based on these figures, the cost impact of the proposed inspection on U.S. operators is estimated to be \$3,480, or \$60 per airplane, per inspection.

It would take approximately 8 work hours per airplane to accomplish the proposed terminating modification, and the average labor rate is \$60 per work hour. The cost of parts is minimal. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$27,840, or \$480 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the 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 adding the following new airworthiness directive:

Israel Aircraft Industries (IAI), Ltd.: Docket 96-NM-96-AD.

Applicability: Model 1125 Westwind Astra series airplanes as listed in IAI Service Bulletin SB 1125-53-135, dated April 26, 1995; 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 movement of the support beam attached to the fuselage frame at station 452.00, which could restrict movement of the elevator and rudder controls, and consequently lead to reduced controllability of the airplane, accomplish the following:

(a) Within 50 hours time-in-service after the effective date of this AD, conduct a visual inspection to detect loose or damaged ("fretted") rivets that fasten the support beam to the fuselage frame at station 452.000, in accordance with Part A of IAI Service Bulletin SB 1125-53-135, dated April 26, 1995.

(1) If no loose or fretted rivet is detected, repeat this inspection thereafter at intervals not to exceed 250 hours time-in-service until the modification required by paragraph (b) of this AD is accomplished.

(2) If any loose or fretted rivet is detected, prior to further flight, modify the support beam in accordance with Part B of IAI Service Bulletin SB 1125-53-135, dated April 26, 1995. After this modification is accomplished, no further action is required by paragraphs (a) or (b) of this AD.

(b) Within 500 hours time-in-service after the effective date of this AD, modify the support beam in accordance with Part B of IAI Service Bulletin SB 1125-53-135, dated April 26, 1995. Accomplishment of this modification constitutes terminating action for the repetitive inspections required by paragraph (a)(1) 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 February 11, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-3969 Filed 2-18-97; 8:45 am]

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14 CFR Part 39

[Docket No. 96-ANE-38]

RIN 2120-AA64

Airworthiness Directives; General Electric Aircraft Engines CF700 Series Turbofan Engines

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 General Electric Aircraft Engines (GE) CF700 series turbofan engines. This proposal would require replacement of existing fan guards with new, improved fan guards. This proposal is prompted by a report of uncontained fan blades which separated from the engine during an overspeed. The actions specified by the proposed AD are intended to prevent an overspeed of the aft fan disk from resulting in an uncontained engine failure and damage to the aircraft.

DATES: Comments must be received by March 21, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-ANE-38, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from GE Aircraft Engines, 1000 Western Ave., Lynn, MA 01910; telephone (617) 594-3140, fax (617) 594-4805. This information may be examined at the