

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96-06-06 Boeing: Amendment 39-9543.
Docket 95-NM-22-AD.

Applicability: Model 747-100, -200, -300, and SP series airplanes, equipped with triple channel autoland autopilots; as listed in Boeing Alert Service Bulletin 747-22A2212, Revision 1, dated April 27, 1995, and Boeing Alert Service Bulletin 747-22A2213, Revision 2, dated June 22, 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 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 ensure flightcrew awareness of the configuration of the autoland system in the event of a change from fail-operational to fail-passive mode, accomplish the following:

(a) Within 3 months after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following statement. This may be accomplished by inserting a copy of this AD in the AFM.

Pay close attention to all 3 NAV receiver flags immediately after FLARE ARM is annunciated on the FMA's. If there is a flag on any NAV receiver, the corresponding autopilot channel must be disconnected; the approach must be down-graded to dual channel, CAT II configuration; and the autopilot must be disconnected prior to landing.

(b) Within 18 months after the effective date of this AD, install a diode and a marker on the E1-4, E1-5, and E1-6 shelves, and make wiring changes to the flight mode annunciator of the autopilot/flight director system, in accordance with Boeing Alert Service Bulletin 747-22A2212, Revision 1, dated April 27, 1995; or Boeing Alert Service Bulletin 747-22A2213, Revision 1, dated April 27, 1995, or Revision 2, dated June 22, 1995; as applicable. After this installation and wiring change is accomplished, the AFM limitation required by paragraph (a) of this AD may be removed from the AFM.

(c) Prior to further flight after accomplishment of paragraph (b) of this AD, perform an operational test of the newly installed diodes, in accordance with Boeing Alert Service Bulletin 747-22A2212, Revision 1, dated April 27, 1995; or Boeing Alert Service Bulletin 747-22A2213, Revision 1, dated April 27, 1995, or Revision 2, dated June 22, 1995; as applicable. Thereafter, repeat the operational test at intervals not to exceed 20,000 flight hours.

(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, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(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.

(f) The installation, wiring changes and operational tests shall be done in accordance with Boeing Alert Service Bulletin 747-22A2212, Revision 1, dated April 27, 1995; Boeing Alert Service Bulletin 747-22A2213, Revision 1, dated April 27, 1995, or Boeing Alert Service Bulletin 747-22A2213, Revision 2, dated June 22, 1995; as applicable. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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.

(g) This amendment becomes effective on April 22, 1996.

Issued in Renton, Washington, on March 12, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-6390 Filed 3-20-96; 8:45 am]

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14 CFR Part 39

[Docket No. 94-NM-164-AD; Amendment 39-9544; AD 96-06-07]

Airworthiness Directives; British Aerospace Model BAC 1-11 200 and 400 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to all British Aerospace Model BAC 1-11 200 and 400 series airplanes, that currently requires visual inspections to detect cracks in the flight deck canopy area, and repair, if necessary. This amendment reduces the inspection threshold and repetitive inspection interval, and identifies specific structural members to be inspected. This amendment also requires eddy current inspections to detect cracks of the top sill members at station 82.5, and replacement of cracked parts with new parts, or repair of the top sill members. This amendment is prompted by reports of additional cracking found in the structural members in the flight deck canopy area of the affected airplanes. The actions specified by this AD are intended to ensure that cracking in the flight deck canopy area is detected and corrected in a timely manner; such cracking could result in reduced structural integrity of the cockpit frame and the adjacent fuselage structure.

DATES: Effective April 22, 1996.

The incorporation by reference of British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993, listed in the regulations is approved by the Director of the Federal Register as of April 22, 1996.

The incorporation by reference of British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 2, dated June 5,

1990, listed in the regulations was approved previously by the Director of the Federal Register as of February 25, 1991 (56 FR 1569, January 16, 1991).

ADDRESSES: The service information referenced in this AD may be obtained from British Aerospace, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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: Tim Backman, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 91-02-12, amendment 39-6861 (56 FR 1569, January 16, 1991), which is applicable to all British Aerospace Model BAC 1-11 200 and 400 series airplanes, was published in the Federal Register on January 3, 1996 (61 FR 131). The action proposed to supersede AD 91-02-12 to continue to require repetitive visual inspections to detect cracks in the flight deck canopy area, and repair, if necessary. However, it also proposed to:

1. reduce the inspection threshold and repetitive inspection interval,
2. identify specific structural members to be inspected,
3. require repetitive eddy current inspections to detect cracks of the top sill members at station 82.5, and
4. require replacement of cracked parts with new parts, or repair of the top sill members.

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.

There are approximately 31 Model BAC 1-11 200 and 400 series airplanes of U.S. registry that will be affected by this AD.

The actions that are currently required by AD 91-02-12 take approximately 18 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 \$33,480, or \$1,080 per airplane.

The new actions that are required by this new AD will take approximately 19 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 new requirements of this AD is estimated to be \$35,340, or \$1,140 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.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-6861 (56 FR

1569, January 16, 1991), and by adding a new airworthiness directive (AD), amendment 39-9544, to read as follows:

96-06-07 British Aerospace Airbus Limited (Formerly British Aerospace Commercial Aircraft Limited, British Aerospace Aircraft Group): Amendment 39-9544, docket 94-NM-164-AD. Supersedes AD 91-02-12, Amendment 39-6861.

Applicability: All Model BAC 1-11 200 and 400 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 (e) 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 reduced structural integrity of the cockpit frame and the adjacent fuselage structure, accomplish the following:

(a) Prior to the accumulation of 30,000 total landings, or within 6 months after February 25, 1991 (the effective date of AD 91-02-12, amendment 39-6861), whichever occurs later; and thereafter at intervals not to exceed 5,000 landings: Perform a visual inspection to detect cracks of the flight deck canopy area, in accordance with British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 2, dated June 5, 1990; or Issue 3, dated April 8, 1993. Pay particular attention to the top sill joint strap, the top sill intercostal, the frame at Station 113, and the top sill boom and web. Repeat this inspection until the inspections required by paragraph (c) of this AD are accomplished. After the effective date of this AD, the inspection shall be accomplished only in accordance with Issue 3 of the alert service bulletin.

(b) If any crack is found during the inspection required by paragraph (a) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Following accomplishment of the repair, repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 5,000 landings until the inspections required by paragraph (c) of this AD are accomplished.

(c) Perform a detailed visual inspection to detect cracks of the top sill joint strap at station 82.5, of the frame at station 113, and of the frame at station 160.5 (left-hand side only) between stringers 13 and 15; and an eddy current inspection to detect cracks of the top sill members at station 82.5. Perform these inspections in accordance with British Aerospace Airbus Limited Alert Service Bulletin 53-A-PM5994, Issue 3, dated April

8, 1993, at the time specified in paragraph (c)(1) or (c)(2) of this AD, as applicable. Accomplishment of these inspections terminates the repetitive inspection requirement of paragraph (a) of this AD.

(1) For airplanes operating at a maximum cabin differential pressure not exceeding 7.5 pounds per square inch (psi): Perform the inspections at the later of the times specified in paragraphs (c)(1)(i) and (c)(1)(ii) of this AD. Thereafter, repeat these inspections at intervals not to exceed 5,000 landings or 7,500 hours time-in-service, whichever occurs first.

(i) Prior to the accumulation of 20,000 total landings since date of entry into service; or

(ii) Within 1,200 landings or 12 months after the effective date of this AD, whichever occurs later.

(2) For airplanes operating at a maximum cabin differential pressure greater than 7.5 psi, but not exceeding 8.2 psi, including those airplanes having incorporated British Aerospace Airbus Limited Modification PM3187: Perform the inspections at the later of the times specified in paragraphs (c)(2)(i) and (c)(2)(ii) of this AD. Thereafter, repeat these inspections at intervals not to exceed 3,500 landings or 5,250 hours time-in-service, whichever occurs first.

(i) Prior to the accumulation of 14,000 total landings since date of entry into service; or

(ii) Within 800 landings or 12 months after the effective date of this AD, whichever occurs later.

Note 2: British Aerospace Airbus Limited Modification PM3187 increases the cabin differential pressure from the normal 7.5 psi to 8.2 psi. If Modification PM3187 has been incorporated on the airplane, that airplane is considered to be subject to the requirements of paragraph (c)(2) of this AD.

(d) If any crack is found during any inspection required by paragraph (c) of this AD, prior to further flight, accomplish the requirements of paragraph (d)(1), (d)(2), or (d)(3), as applicable.

(1) For cracking of the joint strap, doubler, or angle at the sill joint at station 82.5: Replace the cracked part with a new part in accordance with British Aerospace Airbus Limited Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993.

(2) For cracking of the frame at station 113: Repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(3) For cracking of the frame at station 160.5: Repair in accordance with the Structural Repair Manual, as specified in British Aerospace Airbus Limited Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993.

(e) 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. 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.

(f) 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.

(g) The inspections shall be done in accordance with British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 2, dated June 5, 1990; or British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993. The incorporation by reference of British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 2, dated June 5, 1990, was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of February 25, 1991 (56 FR 1569, January 16, 1991). The incorporation by reference of British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993, 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 British Aerospace, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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.

(h) This amendment becomes effective on April 22, 1996.

Issued in Renton, Washington, on March 12, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-6386 Filed 3-20-96; 8:45 am]

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14 CFR Part 39

[Docket No. 93-SW-26-AD; Amendment 39-9539; AD 96-06-02]

Airworthiness Directives; The Enstrom Helicopter Corporation Model F-28A, F-28C, F-28C-2, 280, and 280C Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to The Enstrom Helicopter Corporation Model (Enstrom) F-28A, F-28C, 280, and 280C helicopters, that currently requires an initial and repetitive visual inspections of the upper swashplate bearings for corrosion, and replacement of defective upper swashplate bearings with airworthy bearings. This amendment requires that the visual inspections apply to both the upper and lower swashplate bearings (bearings); expands the applicability to

include the Model F-28C-2 helicopter; limits the applicability to those affected helicopters manufactured prior to January 1, 1981; establishes a retirement life of 1,200 hours time-in-service for certain bearings; and provides a corrected upper swashplate bearing part number. This amendment is prompted by the necessity to require visual inspections of the lower swashplate bearings; to expand the applicability to include the Model F-28C-2 helicopter; to establish a retirement life for certain bearings; and to correct the upper swashplate bearing part number from the existing AD. The actions specified by this AD are intended to prevent failure of the bearings and subsequent loss of control of the helicopter.

DATES: Effective April 25, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 25, 1996.

ADDRESSES: The service information referenced in the proposed rule may be obtained from The Enstrom Helicopter Corporation, Twin County Airport, P.O. Box 490, Menominee, Michigan 49858. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Joe McGarvey, Aerospace Engineer, Airframe Branch, Chicago Aircraft Certification Office, Small Airplane Directorate, FAA, 2300 East Devon Avenue, Room 232, Des Plaines, Illinois 60018, telephone (708) 294-7136, fax (708) 294-7834.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 76-06-11, Amendment 39-2560, (41 FR 13906, April 1, 1976), which is applicable to Enstrom Model F-28A, F-28C, 280, and 280C helicopters manufactured prior to January 1, 1981, was published in the Federal Register on July 6, 1994 (59 FR 34584). That action proposed to require visual inspections of both the upper and lower swashplate bearings; to expand the applicability to include the Model F-28C-2 helicopter which was omitted in AD 76-06-11; to establish a retirement life of 1,200 hours time-in-service for certain upper and lower swashplate bearings; and to correct the upper swashplate bearing part number in the existing AD. That action also proposed an optional terminating action from the requirements of the AD and