

**SUMMARY:** The Nuclear Regulatory Commission (NRC) has issued the *NRC Regulatory Agenda* for the period covering January through June of 1996. This agenda provides the public with information about NRC's rulemaking activities. The NRC Regulatory Agenda is a compilation of all rules on which the NRC has recently completed action, or has proposed action, or is considering action, and of all petitions for rulemaking that the NRC has received that are pending disposition. Issuance of this publication is consistent with Section 610 of the Regulatory Flexibility Act.

**ADDRESSES:** A copy of this report, designated NRC Regulatory Agenda (NUREG-0936), Vol. 15, No. 1, is available for inspection, and copying for a fee, at the Nuclear Regulatory Commission's Public Document Room, 2120 L Street, NW. (Lower Level), Washington, DC.

In addition, the U.S. Government Printing Office (GPO) sells the NRC Regulatory Agenda. To purchase it, a customer may call (202) 512-2249 or write to the Superintendent of Documents, U.S. Government Printing Office, Post Office Box 37082, Washington, DC 20013-7082.

**FOR FURTHER INFORMATION CONTACT:** Michael T. Lesar, Chief, Rules Review Section, Rules Review and Directives Branch, Division of Freedom of Information and Publications Services, Office of Administration, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001, Telephone: (301) 415-7163, toll-free number (800) 368-5642.

Dated at Rockville, Maryland, this 28th day of August 1996. For the Nuclear Regulatory Commission.

Michael T. Lesar,

*Chief, Rules Review Section, Rules Review and Directives Branch, Division of Freedom of Information and Publications Services, Office of Administration.*

[FR Doc. 96-22508 Filed 9-3-96; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 95-CE-54-AD; Amendment 39-9731; AD 96-18-07]

**RIN 2120-AA64**

#### **Airworthiness Directives; Bellanca, Incorporated Models 17-30, 17-30A, 17-31, 17-31A, 17-31TC, and 17-31ATC Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to Bellanca, Incorporated (Bellanca) Models 17-30, 17-30A, 17-31, 17-31A, 17-31TC, and 17-31ATC airplanes. This action requires repetitively inspecting, testing, and possibly replacing the nose landing gear (NLG) strut and brackets. A collapse of a Bellanca airplane's NLG during a landing prompted this action. The actions specified by this AD are intended to prevent possible failure of the nose landing gear, which, if not detected and corrected, could result in loss of control of the airplane during landing operations.

**DATES:** Effective October 25, 1996.

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

**ADDRESSES:** Service information that applies to this AD may be obtained from Bellanca, Incorporated, P.O. Box 964, Alexandria, Minnesota 56308; telephone (612) 762-1501. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-54-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Steven J. Rosenfeld, Aerospace Engineer, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Rm. 232, Des Plaines, Illinois 60018; (847) 294-7030; facsimile (847) 294-7834.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Bellanca Models 17-30, 17-30A, 17-31, 17-31A, 17-31TC, and 17-31ATC airplanes was published in the Federal

Register on January 22, 1996 (61 FR 1532). The action proposed to require repetitively inspecting, testing, and possibly replacing the nose landing gear (NLG) strut and brackets. Accomplishment of the proposed action would be in accordance with Bellanca Service Letter (SL) B-107, dated September 20, 1995.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 1,109 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 24 workhours per airplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$160 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,774,400 or approximately \$1,600 per airplane. Bellanca has informed the FAA that no parts have been distributed to owners/operators for this replacement; therefore, this figure is based on the assumption that no owners/operators have accomplished the proposed inspection, testing, and replacement. In addition, the FAA has no way of determining the number of repetitive inspections each owner/operator will incur prior to replacing the bracket.

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 copy of the final 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, 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 a new airworthiness directive (AD) to read as follows:

96-18-07. Bellanca, Incorporated: Amendment 39-9731; Docket No. 95-CE-54-AD.

*Applicability:* The following airplane models and serial numbers, certificated in any category:

Model	Serial Nos.
17-30 .....	(30123 through 30262)
17-30A .....	(30263 through 78-30905, except 76-30824)
17-31 .....	(32-1 through 32-14)
17-31A .....	(32-15 through 78-32172)
17-31TC .....	(31001 through 31003)
17-31ATC .....	(31004 through 79-31155)

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 (g) 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 initially upon accumulating 500 hours time-in-service (TIS) or within the next 50 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter as indicated in the body of this AD.

To prevent failure of the nose landing gear (NLG), which, if not detected and corrected, could result in loss of control of the airplane during landing operations, accomplish the following:

(a) Inspect the NLG drag strut brackets for cracks or bends in accordance with the instructions in section 4, NLG DRAG STRUT BRACKET INSPECTION, of Bellanca Service Letter (SL) B-107, dated September 20, 1995. Prior to further flight, replace any cracked or bent bracket with a part number (P/N) 194650-0 (right side) bracket or a P/N 194383-0 (left side) bracket in accordance with the instructions in section 5, INSTALLATION NEW BRACKETS, of Bellanca SL B-107, dated September 20, 1995.

(b) Inspect the NLG installation, including the upper and lower leg assemblies, upper and lower drag struts, over-center spring assembly, and engine mount for corroded or worn bolts in accordance with the instructions in Section 6, NLG DRAG STRUT INSPECTION, of Bellanca SL B-107, dated September 20, 1995. Prior to further flight, replace any corroded or worn bolts.

(c) Check the NLG drag strut rigging, the overcenter of the drag strut, and the NLG cylinder actuator stroke limit, and adjust any discrepancies in accordance with the applicable instructions contained in the following:

(1) Section 7, PRELIMINARY NLG DRAG STRUT RIGGING CHECK (including section 7.1, Preliminary Nose-Wheel-In-The-Well Test, and section 7.2, Preliminary NLG Cylinder Down Test), of Bellanca SL B-107, dated September 20, 1995.

(2) Section 8, DRAG STRUT OVERCENTER TEST AND ADJUSTMENT, of Bellanca SL B-107, dated September 20, 1995.

(3) Section 9, NLG CYLINDER DOWN TEST AND ADJUSTMENT, of Bellanca SL B-107, dated September 20, 1995.

(d) If any discrepancies are found during any of the checks accomplished as required by paragraph (c) of this AD, and the right side NLG drag strut bracket has not been replaced with P/N 194650-0 (accomplished as possible requirement of paragraph (a) of this AD), accomplish the following:

(1) Reinspect the NLG drag strut brackets for cracks or bends at intervals not to exceed 50 hours TIS in accordance with Section 4, NLG DRAG STRUT BRACKET INSPECTION, of Bellanca SL B-107, dated September 20, 1995.

(2) Prior to further flight, replace any cracked or bent bracket with a P/N 194650-0 (right side) bracket or a P/N 194383-0 (left side) bracket in accordance with the instructions in section 5, INSTALLATION NEW BRACKETS, of Bellanca SL B-107, dated September 20, 1995. Installing the P/

N 194650-0 (right side) bracket eliminates the repetitive inspection requirement in paragraph (d)(1) of this AD.

(3) The P/N 194650-0 (right side) bracket may be installed at any time to eliminate the repetitive inspection requirement of this AD.

(e) Check the NLG retraction (NLG-In-The-Well Test) in accordance with the instructions in Section 10, NLG-IN-THE-WELL TEST AND NLG CYLINDER MODIFICATION, of Bellanca SL B-107, dated September 20, 1995. If the nose gear cylinder rod motion is greater than 0.015 inches, prior to further flight, replace the cylinder internal stroke limiting sleeve with a new sleeve, P/N 195577-4, in accordance with the instructions in Section 10, NLG-IN-THE-WELL TEST AND NLG CYLINDER MODIFICATION, of Bellanca SL B-107, dated September 20, 1995.

(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) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Rm. 232, Des Plaines, Illinois 60018. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

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

(h) The inspections, modifications, and replacements required by this AD shall be done in accordance of Bellanca Service Letter B-107, dated September 20, 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 Bellanca, Incorporated, P.O. Box 964, Alexandria, Minnesota 56308; telephone (612) 762-1501. Copies 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.

(i) This amendment (39-9731) becomes effective on October 25, 1996.

Issued in Kansas City, Missouri, on August 23, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-22247 Filed 9-3-96; 8:45 am]

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