

Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment (39-9763) becomes effective on October 6, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 96-16-06, issued July 26, 1996, which contained the requirements of this amendment.

Issued in Kansas City, Missouri, on September 10, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-23715 Filed 9-17-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-249-AD; Amendment 39-9758; AD 96-19-12]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F28 Mark 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, that requires inspection and adjustment of the torque value of the attaching parts of the interlock mechanism of the large cargo doors, removal of a spring from that mechanism, and installation of a new microswitch bracket. This amendment is prompted by a report indicating that a spring on the interlock lever of the large cargo doors may become disconnected or the lever may become jammed in the "activated" state. The actions specified by this AD are intended to prevent the spring from becoming disconnected or the lever from jamming. If other failures occur, the flightcrew could dispatch the airplane with improperly locked cargo doors; this condition could result in the opening and/or separation of the cargo doors while the airplane is in flight and subsequent rapid decompression and/or structural damage to the airplane.

DATES: Effective October 23, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 23, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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 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: 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 Fokker Model F28 Mark 0100 series airplanes was published in the Federal Register on July 19, 1995 (60 FR 37038). For certain airplanes, that action proposed to require an inspection to determine the torque value of the attaching parts of the interlock mechanism of the large cargo doors, and adjustment of the torque values that are outside certain limits. For other airplanes, the action proposed to require removal of a spring from the interlock mechanism of the large cargo doors, and installation of a new microswitch bracket and two new springs in the interlock mechanism.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Support for the Proposal

One commenter supports the proposed rule.

Request for Extension of Compliance Time

One commenter requests that the compliance time for the proposed actions be extended from the proposed 6 months to 12 months. This commenter, a U.S. operator, states that its fleet includes 40 of the 61 U.S.-registered airplanes that would be affected by the rule. Extending the compliance time to 12 months will allow the commenter to accomplish the required modifications during a scheduled "C" check, when the airplanes are brought to the main maintenance base for an extended hold. Adoption of the proposed 6-month compliance time would require that this commenter special-schedule its airplanes for the accomplishment of the modification at stations other than the main base; however, adoption of a 12-month compliance time would allow this commenter's fleet to be modified at the same place and by the same technicians familiar with the task.

The FAA does not concur with the commenter's request. In developing an appropriate compliance time for this AD, the FAA considered not only the safety implications, but the manufacturer's recommendations, the Dutch airworthiness authority's recommendations, the availability of required parts, and the practical aspect of accomplishing the modification within an interval of time that parallels normal scheduled maintenance for affected operators. The FAA also considered the fact that the referenced Fokker service bulletin (containing the procedures for accomplishing the required actions) has been available to all operators of Fokker Model F28 Mark 0100 series airplanes since August 1993; therefore, U.S. operators have had ample time since then to consider initiating those actions, which this AD ultimately mandates. In light of all of these items, the FAA finds that 6 months is the appropriate period of time that affected airplanes can be permitted to continue to operate without compromising safety. Under the provisions of paragraph (b) of the final rule, however, the FAA may consider requests for adjustments to the compliance time if data are submitted to substantiate that such an adjustment would provide an acceptable level of safety.

Conclusion

After careful review of the available data, including the comments noted above, 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 61 airplanes of U.S. registry will be affected by this AD.

For 7 of these airplanes, it will take approximately 6 work hours per airplane to accomplish the required inspection, 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 of these airplanes is estimated to be \$2,520, or \$360 per airplane.

For the other 54 airplanes, it will take approximately 12 work hours per airplane to accomplish the required removal and installation, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$1,200 per airplane. Based on these figures, the cost impact of the removal and installation required by this AD on U.S. operators of these airplanes is estimated to be \$103,680, or \$1,920 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:

96-19-12 Fokker: Amendment 39-9758.
Docket 94-NM-249-AD.

Applicability: Model F28 Mark 0100 series airplanes; as listed in Fokker Service Bulletin SBF100-52-045, dated August 25, 1993; 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 (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 the opening and/or separation of the large cargo doors while the airplane is in flight, which could result in rapid decompression and/or structural damage to the airplane, accomplish the following:

(a) Within 6 months after the effective date of this AD, accomplish either paragraph (a)(1) or (a)(2) of this AD, as applicable, in accordance with Fokker Service Bulletin SBF100-52-045, dated August 25, 1993.

(1) For airplanes having serial numbers listed in Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-52-045, dated August 25, 1993: Perform an inspection to determine the torque value of the attaching parts of the interlock mechanism of the large cargo doors, in accordance with Part 1 of the Accomplishment Instructions of the service bulletin. If the torque value is outside the limits specified in paragraphs 2.C.(1) and 2.C.(2) of the Accomplishment Instructions of the service bulletin, prior to further flight, adjust the torque value in accordance with the service bulletin.

(2) For airplanes having serial numbers listed in Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-52-045, dated August 25, 1993: Remove the spring from the interlock mechanism, and install a new microswitch bracket and new springs in the interlock mechanism, in accordance with Part 2 of the Accomplishment Instructions of the service bulletin.

(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.

(d) The actions shall be done in accordance with Fokker Service Bulletin SBF100-52-045, dated August 25, 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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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 October 23, 1996.

Issued in Renton, Washington, on September 10, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-23714 Filed 9-17-96; 8:45 am]

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14 CFR Part 39

[Docket No. 95-NM-247-AD; Amendment 39-9761; AD 96-19-15]

RIN 2120-AA64

Airworthiness Directives; Bombardier Model CL-600-2B16 (CL-601-3A and -3R) and CL-600-2B19 (Regional Jet Series 100) Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Bombardier Model CL-600-2B16 and CL-600-2B19 series airplanes, that requires a one-time inspection of the spring bungee assembly of the nose landing gear (NLG) to ensure proper torque of the collar and correct clearance between the collar and the body of the bungee, and replacement of the spring bungee assembly with a serviceable unit, if necessary. This amendment is prompted by reports of failure of the NLG to extend when the landing gear selector was placed in the "DOWN" position, and failure of the NLG doors to open when the NLG door switch was set in the "SAFETY/DOOR OPEN" position; these conditions may have been caused by a reduced stroke of the spring bungee. The actions specified by this AD are intended to prevent improper operation of the NLG door and consequent inability to extend the NLG due to a reduced stroke of the spring bungee.

DATES: Effective October 23, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director