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 improper grounding of the housing of the lavatory pump and filter assembly, which could result in an electrical fire and/or injury to passengers and crewmembers, accomplish the following:

(a) Within 6 months after the effective date of this AD, install a bonding cable for the housing of the lavatory pump and filter assembly and the lavatory bowl in accordance with Fokker Service Bulletin SBF50–25–046, Revision 1, dated August 5, 1994 (for Model F27 Mark 050 series airplanes); and Service Bulletin SBF100–25–069, dated July 13, 1994, as revised by Service Bulletin Change Notification (SBCN) SBF100–25–069/01, dated February 15, 1995 (for Model F28 Mark 0100 series airplanes); as applicable.

(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, 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 installation shall be done in accordance with Fokker Service Bulletin SBF50–25–046, Revision 1, dated August 5, 1994; and Fokker Service Bulletin SBF100–25–069, dated July 13, 1994, as revised by Service Bulletin Change Notification (SBCN) SBF100–25–069/01, dated February 15, 1995; as applicable. Fokker Service Bulletin SBF50–25–046, Revision 1, dated August 5, 1994, contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1	1	August 5, 1994.
2–3	Original	August 1, 1994.

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 Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, The Netherlands. 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 February 27, 1997.

Issued in Renton, Washington, on January 8, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–882 Filed 1–22–97; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–NM–243–AD; Amendment 39–9889; AD 97–02–05]

RIN 2120–AA64

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Jetstream Model 4101 airplanes, that currently requires, among other things, replacing certain yaw damper servos in the autopilot system, or rendering the servo inoperative. The actions specified by that AD are intended to prevent overheat failure of the Flight Control Computer (FCC), which could result in smoke in the flight deck that could inhibit the ability of the flightcrew to safely operate and land the airplane. This new amendment requires installation of circuit breakers on the avionics relay panel, which, when accomplished, constitutes terminating action for the previous requirements of the AD.

DATES: Effective February 27, 1997.

The incorporation by reference of Jetstream Service Bulletin J41–22–006, dated July 1, 1996, as listed in the regulations, is approved by the Director of the Federal Register as of February 27, 1997.

The incorporation by reference of Jetstream Alert Service Bulletin J41–22–005, dated July 1, 1996, as listed in the regulations, was approved previously by the Director of the Federal Register as of October 1, 1996 (61 FR 48614, September 16, 1996).

ADDRESSES: The service information referenced in this AD may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029. 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: William Schroeder, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2148; fax (206) 227–1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 96–19–06, amendment 39–9754 (61 FR 48614, September 16, 1996), which is applicable to certain Jetstream Model 4101 airplanes, was published in the Federal Register on October 23, 1996 (61 FR 54967). The action proposed to supersede AD 96–19–06 to continue to require the actions currently specified in that AD:

1. A one-time inspection of the airplane records to determine:

—the serial number,
—the total number of hours time-in-service accumulated,
—the date of installation of the yaw damper servo in the autopilot system; and
—the date of installation of a particular kit, if installed.

2. Removal and replacement of certain yaw damper servos, or rendering the yaw damper servo inoperative.

The action also proposed to add a requirement to install circuit breakers on the avionics relay panel. When accomplished, this installation would constitute terminating action for the previous requirements of the AD.

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.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 55 Jetstream Model 4101 airplanes of U.S. registry that will be affected by this AD.

The actions that are currently required by AD 96–19–06 take approximately 2 to 5 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the previously required actions on U.S. operators is estimated to be between $6,600 and $16,500, or between $120 and $300 per airplane.

The new action (installation of circuit breakers) that is required by this new AD will take approximately 3 work hours per airplane to accomplish, at an average labor rate of $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 installation requirement of this AD on U.S. operators is estimated to be $9,900, or $180 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 removing amendment 39–9754 (61 FR 48614, September 16, 1996), and by adding a new airworthiness directive (AD), amendment 39–9889, to read as follows:

97–02–05 Jetstream Aircraft Limited: Amendment 39–9889. Docket 96–NM–243–AD. Supersedes AD 96–19–06, Amendment 39–9754.

Applicability: Model 4101 airplanes having serial numbers 41004 through 41092, inclusive; on which Jetstream Service Bulletin J41–22–006, dated July 1, 1996 (Kit JK42867), has not 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 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 overheat failure of the Flight Control Computer (FCC), which could result in smoke in the flight deck that could inhibit the ability of the flightcrew to safely operate and land the airplane, accomplish the following:

(a) Within 14 days after October 1, 1996 (the effective date of AD 96–19–06), perform a one-time inspection of the airplane records to determine the serial number, the total number of hours time-in-service accumulated, and the date of installation of the yaw damper servo in the autopilot system; and to determine the date of installation of Kit JK42716 (reference Jetstream Service Bulletin J41–53–016 or J41–22–007), if installed. Accomplish the inspection in accordance with Part 1 of the Accomplishment Instructions of Jetstream Alert Service Bulletin J41–A22–005, dated July 1, 1996. Thereafter, either remove and replace the yaw damper servo and install Kit JK42716 (if not installed previously), or render the yaw damper servo inoperative, in accordance with Part 2 or 3 of the alert service bulletin, respectively, at the time specified in paragraph (a)(1), (a)(2), or (a)(3) of this AD, as applicable.

(1) If Kit JK42716 has not been installed: Prior to the accumulation of 1,000 hours total time-in-service on the yaw damper servo, or within 30 days after October 1, 1996, whichever occurs later.

(2) If Kit JK42716 has been installed and the yaw damper servo was installed prior to the installation of Kit JK42716: Prior to the accumulation of 1,000 hours total time-in-service on the yaw damper servo, or within 30 days after October 1, 1996, whichever occurs later.

(3) If Kit JK42716 has been installed and the yaw damper servo was installed after the installation of Kit JK42716: Prior to the accumulation of 3,000 total hours time-in-service on the yaw damper servo, or within 30 days after October 1, 1996, whichever occurs later.

(b) Within 90 days after the effective date of this AD, install circuit breakers on the avionics relay panel (Kit JK42867) in accordance with Jetstream Service Bulletin J41–22–006, dated July 1, 1996. Accomplishment of this installation constitutes terminating action for the requirements of paragraph (a) 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.

(e) The actions shall be done in accordance with Jetstream Alert Service Bulletin J41–A22–005, dated July 1, 1996; and Jetstream Service Bulletin J41–22–006, dated July 1, 1996. The incorporation by reference of Jetstream Alert Service Bulletin J41–A22–005, dated July 1, 1996, 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 October 1, 1996 (61

FR 48614, September 16, 1996). The incorporation by reference of Jetstream Service Bulletin J41–22–006, dated July 1, 1996, 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 Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029. 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 January 23, 1997.

Issued in Renton, Washington, on February 27, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–881 Filed 1–22–97; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–CE–21–AD; Amendment 39–9885; AD 97–02–01]

RIN 2120–AA64

Airworthiness Directives; The New Piper Aircraft, Inc. (Formerly Piper Aircraft Corporation) Model PA–31T2 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to The New Piper Aircraft, Inc. (Piper) Model PA–31T2 airplanes that have a Parker Hannifin Wheel and Brake Conversion Kit 199–111 installed in accordance with Supplemental Type Certificate (STC) SA599GL. This action requires rerouting the landing gear emergency extension line. This AD results from three incidents of the brake cylinder contacting the landing gear emergency extension air line on both wheel wells. The actions specified by this AD are intended to prevent the brake cylinder from chafing against the landing gearemergency extension air line when the gear is in the up and locked position, which could result in damage to the air line and subsequent loss of emergency gear extension capability.

DATES: Effective February 14, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 14, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from the Parker Hannifin Corporation, Aircraft Wheel & Brake, 1160 Center Road, P.O. Box 158, Avon, Ohio 44011; telephone (216) 937–6211; facsimile (216) 937–5409. 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–21–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: Mr. Nick Miller, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone (847) 294–7837; facsimile (847) 294–7834.

SUPPLEMENTARY INFORMATION:

Events Leading to This Action

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Piper Model PA–31T2 airplanes that have a Parker Hannifin Wheel and Brake Conversion Kit 199–111 installed in accordance with STC SA599GL was published in the Federal Register on June 13, 1996 (61 FR 29992). The action proposed to require rerouting the landing gear emergency extension air line. Accomplishment of the proposed action as specified in the supplemental notice of proposed rulemaking (NPRM) would be in accordance with Parker Hannifin Service Bulletin SB7034, Revision B, dated December 19, 1995.

The supplemental NPRM results from three incidents of the brake cylinder contacting the landing gear emergency extension air line on both wheels.

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.

The FAA's Determination

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 as 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.

Cost Impact

The FAA estimates that 62 Piper Model PA31–T2 airplanes in the U.S. registry could incorporate Parker Hannifin Wheel and Brake Conversion Kit 199–111 (in accordance with STC SA599GL), that it will take approximately 4 workhours per airplane to accomplish the required action, and that the average labor rate is approximately $60 an hour. Parts cost approximately $20 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators could be as much as $16,120 if all affected airplanes had the referenced conversion kit installed.

Parker Hannifin has informed the FAA that it has distributed 31 kits (shipped after March 28, 1994) to Piper Model PA31T2 airplane owners/operators. Kits shipped after March 28, 1994, included the replacement parts referenced in Parker Hannifin SB7034, Revision B, dated December 19, 1995. Based on each of the 31 kits being incorporated on an affected airplane, the cost impact of this AD on U.S. owners and operators is reduced 50 percent from $16,120 to $8,060. The reduction results from the difference between the 62 airplanes that are type certificated to have a Parker Hannifin Wheel and Brake Conversion Kit 199–111 incorporated (in accordance with STC SA599GL) and the 31 kits that have already been distributed.

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 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**.