

intention to attend the workshop, or if you wish to be added to the DOE mailing list for receipt of future rules and information concerning water heater matters relating to energy efficiency.

Issued in Washington, DC on January 22, 1997.

Christine A. Ervin,

Assistant Secretary, Energy Efficiency and Renewable Energy.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-CE-65-AD]

RIN 2120-AA64

Airworthiness Directives; Fairchild Aircraft, Inc. SA226 and SA227 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede AD 96-21-05, which currently requires the following on certain Fairchild Aircraft, Inc. (Fairchild) SA226 and SA227 series airplanes that do not have a certain elevator torque tube installed: drilling inspection access holes in the elevator torque tube arm, inspecting the elevator torque tube for corrosion, replacing any corroded elevator torque tube, and applying a corrosion preventive compound. AD 96-21-05 resulted from several reports of corrosion found in the elevator torque tube area on the affected airplanes. The proposed AD would retain the actions required by AD 96-21-05, and would add certain Fairchild Model SA227-BC airplanes to the Applicability section of that AD. The actions specified by the proposed AD are intended to prevent failure of the flight control system caused by a corroded elevator torque tube, which could result in loss of control of the airplane.

DATES: Comments must be received on or before April 1, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-65-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location

between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490; telephone (210) 824-9421. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Hung Viet Nguyen, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5155; facsimile (817) 222-5960.

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 should 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 that summarizes 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 No. 96-CE-65-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, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-65-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Events Leading to the Proposed AD

AD 96-21-05, Amendment 39-9782 (61 FR 54538, October 21, 1996), currently requires the following on certain Fairchild Aircraft SA226 and SA227 series airplanes that do not have

a part number (P/N) 27-44026-007 elevator torque tube installed:

- Drilling inspection access holes in the elevator torque tube arm;
- Inspecting the elevator torque tube for corrosion and replacing any corroded elevator torque tube; and
- Applying a corrosion preventive compound.

Accomplishment of the inspection access hole drilling, the inspection, and the corrosion preventive compound application is in accordance with either Fairchild Aircraft Service Bulletin (SB) 226-27-050 or Fairchild Aircraft SB 227-27-028, both issued: January 22, 1990.

AD 96-21-05 resulted from several reports of corrosion found in the elevator torque tube area on the affected airplanes.

The FAA has since determined that the requirements of AD 96-21-05 should also apply to certain Fairchild Model SA227-BC airplanes. In addition, Fairchild has issued an engineering order that provides instructions for reworking the elevator torque tube. When reworked, the elevator torque tube is identified as P/N 27-44026-SEO-1-03.

The FAA has also determined that airplane owners/operators should not have to accomplish the actions of AD 96-21-05 if the affected airplane incorporates an elevator torque tube with either P/N 27-44026-005, P/N 27-44026-007, or P/N 27-44026-SEO-1-03.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent failure of the flight control system caused by a corroded elevator torque tube, which could result in loss of control of the airplane.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Fairchild SA226 and SA227 series airplanes of the same type design, the FAA is proposing an AD that would supersede AD 96-21-05. The proposed AD would (1) retain the requirements of drilling inspection access holes in the elevator torque tube arm, inspecting the elevator torque tube for corrosion and replacing any corroded elevator torque tube, and applying a corrosion preventive compound; (2) add certain Fairchild

Model SA227-BC airplanes to the Applicability section of the AD; and (3) exempt from the AD those airplanes incorporating an elevator torque tube with either P/N 27-44026-005, P/N 27-44026-007, or P/N 27-44026-SEO-1-03. Accomplishment of the proposed inspection access hole drilling, the inspection, and the corrosion preventive compound application would still be in accordance with either Fairchild Aircraft SB 226-27-050 or Fairchild Aircraft SB 227-27-028, both Issued: January 22, 1990.

Compliance Time of the Proposed AD

The compliance time for the proposed AD is presented in calendar time instead of hours time-in-service (TIS). The FAA has determined that a calendar time for compliance would be the most desirable method because the unsafe condition described by the proposed AD is caused by corrosion. Corrosion can occur on airplanes regardless of whether the airplane is in service or on the ground.

Cost Impact

The FAA estimates that 396 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 10 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$237,600. This figure is based on the presumption that no owner/operator of the affected airplanes has accomplished the proposed inspection access hole drilling, inspection, or corrosion preventive compound application. It also is based on the presumption that no elevator torque tube would be found corroded and need to be replaced.

AD 96-21-05 currently requires the same actions as is proposed for 390 of the affected airplanes. The actions specified in this proposed AD would affect only six additional airplanes over that already required by AD 96-21-05. With this in mind, the cost impact of the proposed AD over that already required by AD 96-21-05 would be \$3,600.

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 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) 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 has been placed 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 14 CFR part 39 of the Federal Aviation Regulations 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 Airworthiness Directive (AD) 96-21-05, Amendment 39-9782, and by adding a new AD to read as follows:

Fairchild Aircraft, Inc.: Docket No. 96-CE-65-AD; Supersedes AD 96-21-05, Amendment 39-9782.

Applicability: The following airplane models and serial numbers, certificated in any category, that do not incorporate an elevator torque tube with either part number (P/N) 27-44026-005, P/N 27-44026-007, or P/N 27-44026-SEO-1-03:

Model	Serial Nos.
SA226-T ..	T201 through T275 and T277 through T291.
SA226-T(B).	T(B)276 and T(B)292 through T(B)417.
SA226-AT	AT001 through AT074.
SA226-TC	TC201 through TC419.
SA227-TT	TT421 through TT541.
SA227-AT	AT423 through AT695.
SA227-AC	AC406, AC415, AC416, and AC420 through AC772.
SA227-BC	BC762, BC764, BC766, BC770, BC771, and BC772.

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 within the next six calendar months after the effective date of this AD, unless already accomplished (compliance with AD 96-21-05).

To prevent failure of the flight control system caused by a corroded elevator torque tube, which could result in loss of control of the airplane, accomplish the following:

(a) Drill two .5-inch diameter holes in the inboard side of the elevator torque tube arm in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of, and as specified in Figure 1 of, Fairchild Aircraft Service Bulletin (SB) 226-27-050 or Fairchild Aircraft SB 227-27-028, both Issued: January 22, 1990, as applicable.

(b) Inspect the elevator torque tube in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Aircraft SB 226-27-050 or Fairchild Aircraft SB 227-27-028, both Issued: January 22, 1990, as applicable.

(1) If corrosion is found inside the elevator torque tube, prior to further flight after the inspection required by paragraph (b) of this AD, replace the corroded elevator torque tube with either a P/N 27-44026-005, P/N 27-44026-007, or P/N 27-44026-SEO-1-03 elevator torque tube in accordance with the applicable maintenance manual.

(2) If corrosion is not found inside the elevator torque tube, prior to further flight after the inspection required by paragraph (b) of this AD, apply a corrosion preventive compound in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Aircraft SB 226-27-050 or Fairchild Aircraft SB 227-27-028, both Issued: January 22, 1990, as applicable.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO. Alternative methods of compliance approved in accordance with AD 96-21-05 (superseded by this AD) are considered approved for this AD.

Note 2: Information concerning the existence of approved alternative methods of

compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(e) All persons affected by this directive may obtain copies of the service bulletins referred to herein upon request to Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; or may examine these service bulletins at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment supersedes AD 96-21-05, Amendment 39-9782.

Issued in Kansas City, Missouri, on January 21, 1997.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-2103 Filed 1-28-97; 8:45 am]

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Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-CE-37-AD]

RIN 2120-AA64

Airworthiness Directives; Burkhardt Grob, Luft- und Raumfahrt, Model G 103 C Twin III SL Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to the Burkhardt Grob, Luft- und Raumfahrt (Grob) Model G 103 C Twin III SL sailplanes. The proposed action would require inspecting the propeller bearing and upper pulley wheel for increased play and, if increased play is found, modifying the propeller bearing and pulley wheel with a part of improved design. The proposed action is prompted by two reports of Model G 103 C Twin III SL sailplanes losing the engine propeller while in flight and one operator finding increased play in the sailplane propeller during an inspection. The actions specified by the proposed AD are intended to prevent the loss of the sailplane engine propeller and possibly causing loss of the sailplane.

DATES: Comments must be received on or before April 3, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-37-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location

between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Burkhardt Grob Luft und Raumfahrt, D-86874 Mattsies, Germany. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. J. Mike Kiesov, Project Officer, Sailplanes, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri, 64106; telephone (816) 426-6934, facsimile (816) 426-2169.

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 should 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 that summarizes 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 No. 96-CE-37-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, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-37-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Events Leading to the Proposed Action

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, recently notified the FAA that

an unsafe condition may exist on certain Grob Model G 103 C Twin III SL sailplanes, serial numbers (S/N) 35002 through 35051. The LBA reports that two Model G 103 C Twin III SL sailplanes lost the engine propeller while in flight, and one operator found increased play in the sailplane propeller bearing and upper pulley wheel during an inspection. Increased play is defined by measuring the movement at the outer edge of the brake disc. If the movement exceeds or is equal to 0.4 mm, then the outer bearing and upper pulley wheel would need to be replaced. This increased play could start rotating the outer bearing races and damage the grooved nut, subsequently causing the engine propeller to come loose and possibly fall off. This condition, if not detected and corrected, could result in loss of the sailplane.

Grob has issued Service Bulletin (SB) 869-18, dated March 7, 1996, and SB 869-18/2, dated July 8, 1996, that revises page six of SB 869-18, which specifies inspecting the propeller bearing for increased play and modifying the propeller bearing, if increased play is found.

FAA's Determination

This sailplane model is manufactured in Germany 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 LBA has kept the FAA informed of the situation described above. The FAA has examined the findings of the LBA, 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 the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Grob G 103 C Twin III SL sailplanes of the same type design, the proposed AD would require repetitively inspecting the propeller bearing and pulley wheel for increased play, eventually modifying the propeller bearing and upper pulley wheel by installing a part of improved design.

Related Service Information

Accomplishment of the proposed action would be in accordance with Grob Service Bulletin (SB) 869-18, dated March 7, 1996, and Grob SB 869-18/2, dated July 8, 1996, which is a