

§ 39.13 [Amended]

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

Jetstream Aircraft Limited: Docket 96–NM–168–AD.

Applicability: Model 4101 airplanes, constructors numbers 41004 through 41086 inclusive; 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 prevent cracking in frame 179 of the fuselage, which could result in structural failure of the fuselage and consequent rapid decompression of the pressurized section of the fuselage, accomplish the following:

(a) Prior to the accumulation of 3,000 total flight cycles, or within 300 flight cycles after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect cracks on frame 179 at the attachment bracket for the door restraint cable, in accordance with Part 1 of the Accomplishment Instructions of Jetstream Alert Service Bulletin J41–A53–024, dated April 26, 1996.

(1) If no crack is detected, repeat the visual inspection thereafter at intervals not to exceed 1,000 flight cycles. After each inspection, perform the actions specified in paragraph (c) of this AD.

(2) If any crack is detected, prior to further flight, repair it in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. After repair, perform the actions specified in paragraph (c) of this AD.

(b) Within 24 months after the effective date of this AD, perform the visual inspection specified in paragraph (a) of this AD in accordance with Part 2 of the Accomplishment Instructions of Jetstream Alert Service Bulletin J41–A53–024, dated April 26, 1996; and accomplish the applicable follow-on actions specified in paragraph (b)(1) or (b)(2) of this AD.

(1) If no crack is detected, prior to further flight, install new doublers and stress pads on frame 179 in accordance with the alert service bulletin. Immediately after installation, perform the actions specified in paragraph (c) of this AD. Accomplishment of these actions constitutes terminating action for the repetitive inspection requirements of paragraphs (a)(1) of this AD.

(2) If any crack is detected, prior to further flight, repair it in accordance with a method approved by the Manager, Standardization

Branch. Prior to further flight following accomplishment of the repair, install new doublers and stress pads on frame 179 in accordance with the alert service bulletin; and then perform the actions specified in paragraph (c) of this AD. Accomplishment of these actions constitutes terminating action for the repetitive inspection requirements of paragraphs (a)(1) of this AD.

(c) Prior to further flight following accomplishment of the actions as specified in paragraph (a)(1), (a)(2), (b)(1), or (b)(2) of this AD, perform a test to verify proper adjustment of the restraint cable, in accordance with the alert service bulletin. If the restraint cable has been improperly adjusted, prior to further flight, correct the discrepancy in accordance with the alert service bulletin.

(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, Standardization Branch. 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.

(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.

Issued in Renton, Washington, on February 5, 1997.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97–3691 Filed 2–13–97; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–CE–62–AD]

RIN 2120–AA64

Airworthiness Directives; Industrie Aeronautiche E Meccaniche Model Piaggio P–180 Airplanes

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 certain Industrie Aeronautiche E Meccaniche (I.A.M.) Model Piaggio P–180 airplanes that are equipped with a certain freon air conditioning system. The proposed action would require inspecting the baggage compartment for stringer or air cycle machine (ACM) by-pass duct damage, repairing any damage found,

and modifying the freon air inlet duct and electrical wiring. The proposed AD results from trim system malfunction on one of the affected airplanes, resulting from contact between the freon air inlet duct and the electrical wiring. The actions specified by the proposed AD are intended to prevent trim system malfunction caused by contact between the freon air inlet duct and electrical wiring, which could result in loss of control of the airplane.

DATES: Comments must be received on or before April 25, 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–62–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 I.A.M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154, Genoa, Italy. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Maurice Kuttler, Program Manager, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B–1000 Brussels, Belgium; telephone 32 2 508 2715; facsimile 32 2 230 6899; or Mr. Roman T. Gabrys, Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426–6932; 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-62-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-62-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Registro Aeronautico Italiano (RAI), which is the airworthiness authority for Italy, recently notified the FAA that an unsafe condition may exist on I.A.M. Model Piaggio P-180 airplanes. The RAI reports trim system malfunction on one of the affected airplanes, resulting from contact between the freon air inlet duct and the electrical wiring. The affected airplane was equipped with a freon air conditioning system incorporated in accordance with I.A.M. Kit 80KS00004-* * *(801/803/805/807). This same configuration exists on I.A.M. Model Piaggio P-180 airplanes equipped with a Keith Freon Air Conditioning System installed in accordance with Supplemental Type Certificate (STC) SA2762CE. This condition, if not detected and corrected, could result in airplane controllability problems if use of the trim system was lost or the system malfunctioned.

Applicable Service Information

I.A.M. has issued Piaggio Avante P-180 Service Bulletin (SB) 80-00083, Original Issue: December 7, 1994; Revision No. 1: December 5, 1995, which includes procedures for the following on Model Piaggio P-180 airplanes:

- Inspecting the baggage compartment to verify if damage has occurred to a stringer and to the Air Cycle Machine (ACM) by-pass duct because of chafing with the freon air inlet duct; and
- Protecting the tubings/hoses in the electrical wiring (Modification No. 80M000014).

I.A.M. started incorporating Modification No. 80M000014 on Model

Piaggio P-180 airplanes during manufacture, beginning with serial number 1031.

The RAI classified Piaggio Avante P-180 SB 80-00083 as mandatory and issued RAI AD 96-042, dated February 21, 1996, in order to assure the continued airworthiness of these airplanes in Italy.

Evaluation of all Applicable Information

This airplane model is manufactured in Italy and is type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the RAI has kept the FAA informed of the situation described above.

The FAA has examined the findings of the RAI; reviewed all available information, including the service information referenced above; 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 I.A.M. Model Piaggio P-180 airplanes of the same type design that are registered in the United States and have either a freon air conditioning system incorporated in accordance with I.A.M. Kit 80KS00004-* * *(801/803/805/807) or a Keith Freon Air Conditioning System installed in accordance with STC SA2762CE, the FAA is proposing AD action. The proposed AD would require inspecting the baggage compartment for stringer or air cycle machine (ACM) by-pass duct damage and repairing any damage found; and modifying the freon air inlet duct and electrical wiring (Modification No. 80M000014). Accomplishment of the proposed inspection and modification would be in accordance with Piaggio Avante P-180 SB 80-00083, Original Issue: December 7, 1994; Revision No. 1: December 5, 1995.

Cost Impact

The FAA estimates that 5 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 18 workhours (inspection: 2 workhours; modification: 16 workhours) per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts will cost approximately \$100 per airplane.

Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$5,900 or \$1,180 per airplane.

The above figures only take into account the cost of the inspection and modification, and do not account for the cost of replacing any parts found damaged during the inspection. The FAA has no way of determining how many airplanes may find damage during the inspections (if mandated through final rule AD action).

The FAA knows of no affected airplane owner/operator (of the five affected) that has already accomplished the proposed action.

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 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), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

Industrie Aeronautiche E Meccaniche:
Docket No. 96-CE-62-AD.

Applicability: Model Piaggio P-180 airplane, serial numbers 1004 and 1006 through 1030, certificated in any category, that have either a freon air conditioning system incorporated in accordance with I.A.M. Kit 80KS00004-*** (801/803/805/807) or a Keith Freon Air Conditioning System installed in accordance with Supplemental Type Certificate (STC) SA2762CE.

Note 1: The modification required by this AD is incorporated at manufacture on Model Piaggio P-180 airplanes, beginning with serial number 1031. Airplanes with this modification are not affected by this AD.

Note 2: 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 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent trim system malfunction caused by contact between the freon air inlet duct and electrical wiring, which could result in loss of control of the airplane, accomplish the following:

(a) Inspect the baggage compartment for stringer or air cycle machine (ACM) by-pass duct damage (cracks, frays, nicks, dents, etc.) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Piaggio Avante P-180 Service Bulletin (SB) 80-00083, Original Issue: December 7, 1994; Revision No. 1: December 5, 1995. If any parts are damaged, prior to further flight, repair or replace the damaged part in accordance with the applicable maintenance manual.

(b) Modify the freon air inlet duct and electrical wiring (Modification No. 80M000014) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Piaggio Avante P-180 SB 80-00083, Original Issue: December 7, 1994; Revision No. 1: December 5, 1995.

(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, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American

Embassy, B-1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Division.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Division.

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to I.A.M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154, Genoa, Italy; or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on February 7, 1997.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-3692 Filed 2-13-97; 8:45 am]

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14 CFR Part 39

[Docket No. 96-NM-188-AD]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all British Aerospace Model BAC 1-11 200 and 400 series airplanes. This proposal would require repetitive ultrasonic inspections to detect cracking of the lugs of the engine mounting beams, and replacement of the beam with a serviceable part, if necessary. This proposal is prompted by reports of fatigue cracking of the lugs of the engine mounting beams. The actions specified by the proposed AD are intended to detect and correct such cracking of the engine mounting lugs, which could result in reduced structural capability of the engine mount.

DATES: Comments must be received by March 27, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-188-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this

location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from British Aerospace, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

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:**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 shall 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 summarizing 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 Number 96-NM-188-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, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-188-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for