

November 12, 1993, or Garrett ASB No. GTCP85-49-A6706, Original, dated December 7, 1992.

(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, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on July 31, 1996.

Mark C. Fulmer,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-20396 Filed 8-9-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-CE-28-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. The proposed action would require replacing certain AlliedSignal Aerospace outflow/safety valves in the pressurization system with new or serviceable valves. Reports of cracking of the poppet within the primary and secondary outflow valves on two of the affected airplanes prompted the proposed action. Investigation has revealed problems during the manufacturing process of certain AlliedSignal outflow/safety valves. The actions specified by the proposed AD

are intended to prevent outflow/safety valve cracking and subsequent failure, which could result in rapid decompression of the airplane.

DATES: Comments must be received on or before October 7, 1996.

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-28-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 AlliedSignal Aerospace, Technical Publications, Department 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Edward S. Chalpin, Program Manager, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 513-2717; facsimile (322) 230-6899; or Mr. Roman T. Gabrys, Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64105; 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-28-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-28-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 cracking of the poppet within the primary and secondary outflow/safety valves on two of the affected airplanes. Investigation has revealed problems during the manufacturing process of certain AlliedSignal Aerospace outflow/safety valves. The condition is traced to one of two lots (batch-runs) of molded poppets installed in valves during 1991. Research of these lots has revealed brittleness of these parts, which is characteristic of improper processing during injection molding. Tensile stress then develops upon installation of the poppet, which leads to hairline cracks. Small cracks have no effect, but can develop into larger cracks that cause an increase in the valve operating pressure, which could result in cabin depressurization.

Applicable Service Information

AlliedSignal Aerospace has issued Service Bulletin (SB) 103742-21-4059 and SB 103744-21-4060, both dated March 31, 1995. These service bulletins specify procedures for determining whether an I.A.M. Model Piaggio P-180 airplane has one of the affected outflow/safety valves installed. The service bulletins also reference the applicable outflow/safety valves as follows:

SB referenced in	Valve model	Valve serial Nos.
103742-21-4059	103742-ALL	21-121 through 21-131; 21-133 through 21-136; 21-138 through 21-140; 59-105; 79-116 through 79-119; 95-101; and 95-102.

SB referenced in	Valve model	Valve serial Nos.
103744-21-4060	103744-ALL	40-120; 40-126; 40-129; 40-131 through 40-134; 41-136; 41-137; 41-139; 59-105; 59-108; and 59-111.

I.A.M. Rinaldo Piaggio SB No. 80-0084, dated July 7, 1995, references the above AlliedSignal Aerospace service bulletins.

The RAI classified these service bulletins as mandatory and issued RAI AD 95-224, dated August 22, 1995, 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 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 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 an AlliedSignal Aerospace outflow/safety valve (referenced above in the discussion of the service information) installed, the proposed AD would require replacing outflow/safety valves with new or serviceable valves. Accomplishment of the proposed replacement would be in accordance with the applicable maintenance or service manual.

Compliance Time of the Proposed AD

The FAA has determined that an interval of three calendar months is an appropriate compliance time to address the identified unsafe condition in a timely manner. This compliance time was deemed appropriate after considering the safety implications, the average utilization rate of the affected fleet, and the availability of the replacement parts.

Cost Impact

The FAA estimates that 3 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 32 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. AlliedSignal will provide parts at no cost to the owner/operator. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$5,760 or \$1,920 per airplane. The FAA knows of no affected airplane owner/operator (of the 3 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 USC 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-28-AD.

Applicability: Model Piaggio P-180 airplanes (all serial numbers), certificated in any category, that have one of the following AlliedSignal Aerospace outflow safety valves installed, as referenced in either AlliedSignal Aerospace Service Bulletin (SB) 103742-21-4059 or SB 103744-21-4060, both dated March 31, 1995:

SB Referenced in	Valve model	Valve serial Nos.
103742-21-4059	103742-ALL	21-121 through 21-131; 21-133 through 21-136; 21-138 through 21-140; 59-105; 79-116 through 79-119; 95-101; and 95-102.
103744-21-4060	103744-ALL	40-120; 40-126; 40-129; 40-131 through 40-134; 41-136 41-137; 41-139; 59-105; 59-108; and 59-111.

Note 1: The above AlliedSignal Aerospace service bulletins are referenced in I.A.M. Rinaldo Piaggio SB No. 80-0084, dated July 7, 1995.

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 three calendar months after the effective date of this AD, unless already accomplished.

To prevent outflow/safety valve cracking and subsequent failure, which could result in rapid decompression of the airplane, accomplish the following:

(a) Replace (with a new or serviceable valve) any outflow/safety valve that does not have one of the following:

(1) The valve identification plate MOD RECORD stamped "PCA" (Poppet Change Accomplished); or

(2) A valve with an inked ATD Quality Assurance "Functional Test (FT)" stamp that is dated June 1992, or later.

(b) As of the effective date of this AD, no outflow/safety valve that is referenced in the "Applicability" section of this AD may be installed on an affected airplane.

(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 Office (ACO), 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 ACO.

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

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to AlliedSignal Aerospace, Technical Publications, Department 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170; 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 August 5, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-20395 Filed 8-9-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-41-AD]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model BAe 146 Series Airplanes and Model Avro 146-RJ 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 BAe 146 series airplanes and certain Model Avro 146-RJ series airplanes. This proposal would require a one-time inspection to detect corrosion of the direction link subassembly of the main landing gear (MLG) assembly, and repair or replacement of the direction link subassembly with a serviceable unit, if necessary. This proposal is prompted by a report of failure of the direction link subassembly due to corrosion. The actions specified by the proposed AD are intended to prevent such failures, which can result in directional control problems of the airplane during landing. **DATES:** Comments must be received by September 23, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-41-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 Regional Aircraft Limited, Avro International Aerospace Division, Customer Support, Woodford Aerodrome, Woodford, Cheshire SK7 1QR, 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-41-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-41-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on all British Aerospace Model BAe 146 series airplanes and certain Model Avro 146-RJ series airplanes. The CAA advises that it has received a report of a failure of a direction link subassembly of the main landing gear (MLG). Investigation revealed that the direction link subassembly was not sealed adequately to protect it from moisture. Further investigation revealed that ingress of moisture resulted in heavy corrosion on the threads of the direction link tube and the eye ends; this led to the failure of the direction link subassembly. Such failure of the direction link subassembly, if not detected and corrected in a timely manner, could result in problems with the directional control of the airplane during landing.