

provides an acceptable level of safety may be used if approved by the Manager, Engine 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, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.
(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 aircraft to a location where the requirements of this AD can be accomplished.
(d) The actions required by this AD shall be done in accordance with the following PW ASB:

Document No.	Pages	Revision	Date
A6208	1	3	Jan. 11, 1996.
	2	1	May 8, 1995.
	3	3	Jan. 11, 1996.
	4	1	May 8, 1995.
	5-9	3	Jan. 11, 1996
	10-18	1	May 8, 1995.

Total Pages: 18.

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 Pratt & Whitney, Publications Department, Supervisor Technical Publications Distribution, M/S 132-30, 400 Main St., East Hartford, CT 06108; telephone (860) 565-7700, fax (860) 565-4503. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(e) This amendment becomes effective on January 21, 1997.

Issued in Burlington, Massachusetts, on November 1, 1996.
James C. Jones,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 96-28988 Filed 11-19-96; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-82-AD; Amendment 39-9819; AD 96-23-13]

RIN 2120-AA64

Airworthiness Directives; Canadair Model CL-215-1A10 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.
ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Canadair Model CL-215-1A10 series airplanes. This action requires a one-time inspection of the three DC generators to ensure that the extra unconnected bare copper wire is properly stowed. This amendment is prompted by reports indicating that unconnected bare copper wire, which was fitted inside of some DC generators installed on these airplanes, could cause a short circuit. The actions specified in

this AD are intended to prevent a fire hazard that would be posed if a short circuit were to occur at this area in the presence of a combustible fuel-air mixture.
DATES: Effective December 5, 1996.
The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 5, 1996.
Comments for inclusion in the Rules Docket must be received on or before January 21, 1997.
ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-82-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.
The service information referenced in this AD may be obtained from Bombardier, Inc., Canadair Aerospace Group, P.O. Box 6087, Station Centre-ville, Quebec H3C 3G9, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.
FOR FURTHER INFORMATION CONTACT: Wing Chan, Aerospace Engineer, Systems and Equipment Branch, ANE-172, FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7511; fax (516) 568-2716.
SUPPLEMENTARY INFORMATION: Transport Canada Aviation, which is the airworthiness authority for Canada, recently notified the FAA that an unsafe condition may exist on certain Canadair

Model CL-215-1A10 series airplanes. Transport Canada Aviation advises that it has received reports that extra unconnected bare copper wire was fitted inside some DC generators [having part number (P/N) 2CM70D()] that were installed on these airplanes. The bare copper wire could cause a short circuit and, if a combustible fuel-air mixture is present at this location, it could present a fire hazard.
Explanation of Relevant Service Information
Canadair has issued Service Bulletin 215-414, dated January 4, 1989, which describes procedures for performing a one-time visual inspection of the three DC generators (ENG 1, ENG 2, and GPU2) to ensure that the extra unconnected bare copper wire (if fitted from inside of the generator) is properly and safely stowed. The service bulletin also contains procedures for properly insulating and stowing the wire. Transport Canada Aviation classified this service bulletin as mandatory and issued Canadian airworthiness directive CF-89-05, dated July 15, 1989, in order to assure the continued airworthiness of these airplanes in Canada.
FAA's Conclusions
This airplane model is manufactured in Canada and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.19) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, Transport Canada Aviation has kept the FAA informed of the situation described above. The FAA has examined the findings of Transport Canada Aviation, 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 Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD is being issued to prevent a fire hazard that would be created if a short circuit, associated with the extra unconnected bare copper wire fitted in the DC generators, were to occur in the presence of a combustible fuel-air mixture. This AD requires a one-time visual inspection to ensure that the bare copper wire fitted in the DC generators is properly insulated and stowed. The actions are required to be accomplished in accordance with the service bulletin described previously.

Cost Impact

None of the Canadair Model CL-215-1A10 series airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 4 work hours to accomplish the required actions, at an average labor charge of \$60 per work hour. Based on these figures, the cost impact of this AD would be \$240 per airplane.

Determination of Rule's Effective Date

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, prior notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the Federal Register.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications

received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-NM-82-AD." The postcard will be date stamped and returned to the commenter.

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:

96-23-13 Canadair: Amendment 39-9819. Docket 96-NM-82-AD.

Applicability: Model CL-215-1A10 series airplanes; having serial numbers 1001 to 1107 inclusive, and 1110 to 1113 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 otherwise 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 a fire hazard that would be posed if a short circuit were to occur in the presence of combustible fuel-air mixture at the location of the DC generators, accomplish the following:

(a) Within 50 hours time-in-service after the effective date of this AD, perform a visual inspection of the three DC generators, part number (P/N) 2CM70D-() (ENG1, ENG2, and GPU2), to determine if the extra unconnected copper wire in proximity to terminal "D" on the terminal block is properly insulated and stowed. Accomplish this inspection in accordance with Canadair Service Bulletin 215-414, dated January 4, 1989. If any wire is not properly insulated and stowed, prior to further flight, rework it in accordance with that service bulletin.

(b) As of the effective date of this AD, no person shall install a DC generator, P/N 2CM70D-(), on any airplane unless the extra unconnected copper wire in proximity to terminal "D" on the terminal block is properly insulated and stowed in accordance with 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, New York

Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

(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 Canadair Service Bulletin 215-414, dated January 4, 1989. 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 Bombardier, Inc., Canadair Aerospace Group, P.O. Box 6087, Station Centre-ville, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on December 5, 1996.

Issued in Renton, Washington, on November 7, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-29258 Filed 11-19-96; 8:45 am]

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14 CFR Part 39

[Docket No. 96-NM-259-AD; Amendment 39-9816; AD 96-23-11]

RIN 2120-AA64

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Jetstream Model 4101 airplanes. This action requires a one-time test to verify if the disconnect lock of the aileron disconnect control system functions properly, and follow-on actions, if necessary. This amendment is prompted by a report that a disconnect unit of the aileron control system was found to be jammed and unserviceable. The actions specified in this AD are intended to detect and

correct such jamming, which could result in reduced controllability of the airplane.

DATES: Effective December 5, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 5, 1996.

Comments for inclusion in the Rules Docket must be received on or before January 21, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-259-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

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 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.

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: 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 certain Jetstream Model 4101 airplanes. The CAA advises that it has received a report that, during a maintenance check of an in-service airplane, the disconnect unit of the aileron control system was found to be jammed and unserviceable. Investigation revealed that some disconnect units can jam if the disconnect lock is allowed to extend rapidly under spring tension into the locked position. This condition, if not detected and corrected, could result in reduced controllability of the airplane.

Explanation of Relevant Service Information

Jetstream has issued Alert Service Bulletin J41-A27-042, dated May 13, 1996, which describes procedures for performing a one-time test to verify if the disconnect lock of the aileron disconnect control system functions properly, and follow-on actions, if necessary. (These follow-on actions include replacing the aileron interconnect strut with a new aileron

interconnect strut, and performing a test of the disconnect lock.) The CAA classified this alert service bulletin as mandatory and issued CAA airworthiness directive 001-05-96, dated May 31, 1996, in order to assure the continued airworthiness of these airplanes in the United Kingdom.

FAA's Conclusions

This airplane model is manufactured in the United Kingdom 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 CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, 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 Requirements of Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD is being issued to detect and correct jamming of the disconnect units of the aileron control system, which could result in reduced controllability of the airplane. This AD requires a one-time test to verify if the disconnect lock of the aileron disconnect control system functions properly, and follow-on actions, if necessary. The actions are required to be accomplished in accordance with the alert service bulletin described previously.

Interim Action

This is considered to be interim action. The manufacturer has advised that it currently is developing a modification that will positively address the unsafe condition addressed by this AD. Once this modification is developed, approved, and available, the FAA may consider additional rulemaking.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.