

conditions are prescribed under the provisions of § 21.16.

Special conditions, as appropriate, are issued in accordance with § 11.49 of the FAR after public notice, as required by § 11.28 and § 11.29(b), and become part of the type certification basis in accordance with § 21.101(b)(2).

Special conditions are initially applicable to the model for which they are issued. Should the applicant apply for a supplement type certificate to modify any other model included on the same type certificate to incorporate the same novel or unusual design feature, the special conditions would apply to the other model under the provisions of § 21.101(a)(1).

Discussion

There are no specific regulations that address the design and installation of oxygen systems that utilize liquid oxygen for storage. Existing requirements, such as §§ 25.1309, 25.1441 (b) and (c), 25.1451, and 25.1453 of the Boeing 767–200 series certification basis applicable to this STC project, provide some design standards appropriate for oxygen system installations. However, additional design standards for oxygen systems utilizing liquid oxygen are needed to supplement the existing applicable requirements. The quantity of liquid oxygen involved in this installation and the potential for unsafe conditions that may result when the oxygen content of an enclosed area becomes too high because of system leaks, malfunction, or damage from external sources, make it necessary to assure adequate safety standards are applied to the design and installation of the system in Boeing Model 767–27C airplanes.

To ensure that a level of safety is achieved for modified Boeing Model 767–27C airplanes, utilizing liquid oxygen as a storage medium for an oxygen system, equivalent to that intended by the regulations incorporated by reference, special conditions are needed which require those oxygen systems to be designed and installed to preclude or minimize the existence of unsafe conditions that can result from system leaks, malfunction, installation, or damage from external sources.

Application by Boeing for approval of oxygen systems utilizing liquid oxygen as a storage medium installed in transport airplanes, and the unsafe conditions that can exist when the oxygen content of an enclosed area becomes too high because of system leaks, malfunction, installation or damage from external sources, make development and application of

appropriate additional design and installation standards necessary.

As discussed above, these special conditions are applicable initially to the Boeing Model 767–27C airplane. Should Boeing Commercial Airplane Group apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, these special conditions would apply to that model as well, under the provisions of § 21.101(a)(1).

Conclusion

This action affects only certain novel or unusual design features on one model series of airplanes. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of these features on the airplane.

List of Subjects in 14 CFR Part 25

Air transportation, Aircraft, Aviation safety, Safety.

The authority citation for these special conditions continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

The Proposed Special Conditions

Accordingly, the Federal Aviation Administration (FAA) proposes the following special conditions as part of the type certification basis for Boeing Model 767–27C airplanes modified to an AWACS configuration.

a. The liquid oxygen converter and other oxygen equipment shall not be installed where baggage, cargo, or loose equipment are stored (unless items are stored within an appropriate container which is secured or restrained by acceptable means).

b. The liquid oxygen converter shall be located in the aircraft so that there is no risk of damage due to an uncontained rotor or fan blade failure.

c. The liquid oxygen system and associated gaseous oxygen distribution lines should be designed and located to minimize the hazard from uncontained rotor debris.

d. The flight deck oxygen system shall meet the supply requirements of Part 121 after the distribution line has been served by a rotor fragment.

e. The pressure relief values on the liquid oxygen converters shall be vented overboard through a drain in the bottom of the aircraft. Means must be provided to prevent hydrocarbon fluid migration from impinging upon the vent outlet of the liquid oxygen system.

f. The system shall include provisions to ensure complete conversion of the liquid oxygen to gaseous oxygen.

g. If multiple converters are used and manifolded together, check valves shall

be installed so that a leak in one converter will not allow leakage of oxygen from any other converter.

h. Flexible hoses shall be used for the aircraft systems connections to shock-mounted converters, where movement relative to the aircraft may occur.

i. Condensation from system components or lines shall be collected by drip pans, shields, or other suitable collection means and drained overboard through a drain fitting separate from the liquid oxygen vent fitting, as specified in (e) above.

j. Oxygen system components shall be burst pressure tested to 3.0 times, and proof pressure tested to 1.5 times, the maximum normal operating pressure. Compliance with the requirement for burst testing may be shown by analysis, or a combination of analysis and test.

k. Oxygen system components shall be electrically bonded to the aircraft structure.

l. All gaseous or liquid oxygen connections located in close proximity to an ignition source shall be shrouded and vented overboard using the system specified in (e) above.

m. A means will be provided to indicate the quantity of oxygen in the converter and oxygen availability to the flightcrews.

Issue in Renton, Washington, on November 13, 1996.

James V. Devany,
Acting Manager, Transport Airplane
Directorate; Aircraft Certification Service,
ANM-100.

[FR Doc. 96–29822 Filed 11–20–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 39

[Docket No. 92–CE–41–AD]

RIN 2120–AA64

Airworthiness Directives: Louis L'Hotellier, S.A., Ball and Swivel Joint Quick Connectors

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 Louis L'Hotellier S.A. (L'Hotellier) ball and swivel joint quick connectors installed on gliders and sailplanes that are not equipped with a "Uerling" sleeve or an LS-safety sleeve. These connectors allow the operator of the gliders and sailplanes to quickly connect and disconnect the control systems during assembly and disassembly for storage

purposes. The proposed action would require enlarging the safety pin guide hole diameter, and fabricating and installing a placard that specifies a check of the security of the connectors prior to each flight. Several in-flight accidents involving inadvertent disconnection of these connectors that are installed on certain gliders and sailplanes prompted the proposed action. The actions specified in this proposed AD are intended to prevent the connectors from becoming inadvertently disconnected, which could result in loss of control of the sailplane or glider.

DATES: Comments must be received on or before January 24, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 92-CE-41-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.

FOR FURTHER INFORMATION CONTACT: Mr. J. Mike Kiesov, Project Officer, Sailplanes/Gliders, Small Airplane Directorate, Aircraft 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. 92-CE-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, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 92-CE-41-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Events Leading to the Proposed Action

The FAA has received several reports of L'Hotellier quick connectors used on gliders and sailplanes becoming disconnected. These ball and swivel joint connectors allow the operator to quickly connect and disconnect the glider control systems during assembly and disassembly for storage purposes.

The FAA has determined that there could be several reasons for the referenced failures. Among these include the lack of preflight check procedures, improper connection assembly, and inadequate inspection and maintenance requirements.

On July 22, 1992, the FAA issued an Advance Notice of Proposed Rulemaking (ANPRM) to solicit comments from owners/operators of the affected gliders and sailplanes in order to adequately make a determination as to what type of action to take (if any). The responses to the ANPRM may be obtained by contacting the Rules Docket specified in the **ADDRESSES** section of the proposal.

From responses to this ANPRM, the FAA found that most of the owners/operators who responded are checking the security of the connectors prior to flight; however, these owner/operators are not always using a safety pin, wire or sleeve to adequately secure the connectors in a locked position. Based on review of the above-referenced incidents, the FAA has determined that installing a pin, safety wire, or safety sleeve, as applicable, will assure that these connectors will not inadvertently disconnect while the glider or sailplane is in flight.

FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents and accidents described above, including the comments received in response to the ANPRM, the FAA has determined that AD action should be taken to prevent these connectors from becoming

inadvertently disconnected, which could result in loss of control of the sailplane or glider.

Since an unsafe condition has been identified that is likely to exist or develop in gliders and sailplanes utilizing the L'Hotellier ball and swivel joint quick connectors, and that are not equipped with a "Uerling" sleeve or an LS-Safety sleeve, the proposed AD would require the following:

- Enlarging the safety pin guide hole diameter to a minimum of 1.2 mm (0.05 in.) to accommodate a safety wire or pin, as applicable.
- Fabricating a placard (using 1/8 inch letters) with the following words: "All L'Hotellier control system connectors must be secured with safety wire, pins or safety sleeves, as applicable, prior to operation."
- Installing this placard in the glider or sailplane within the pilot's clear view.

Proposed Compliance Time

The compliance time of the proposed AD is in calendar time instead of hours time-in-service (TIS). The average monthly usage of the affected sailplanes and gliders ranges throughout the fleet. For example, one owner may operate the sailplane or glider 25 hours in one week, while another operator may operate the sailplane or glider 25 hours in one year. For this reason, the FAA has determined that, in order to ensure that all of the owners/operators of the affected sailplanes and gliders incorporate the proposed actions within a reasonable amount of time, a calendar compliance time is proposed.

Cost Impact

The FAA estimates that 1,100 sailplanes and gliders, with an average of 4 connectors per sailplane, in the U.S. registry would be affected by the proposed AD, that it would take less than 4 workhours per sailplane or glider to accomplish the proposed actions (less than 1 workhour per connector), 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 \$264,000. This cost is figured for the estimated time it would take for an authorized mechanic to enlarge the safety pin guide hole diameter. An owner/operator who holds a private pilot's certificate, as authorized by sections 43.7 and 43.11 of the Federal Aviation Regulations (14 CFR 43.7 and 43.11), can fabricate and install the placard. This \$264,000 figure is based on the assumption that all of the affected owners/operators of the affected sailplanes and gliders do not have the guide pin hole already

enlarged, a safety sleeve installed, or the placard installed.

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:

Louis L'Hotellier, S.A. Ball and Swivel Joint Quick Connectors

Docket No. 92-CE-41-AD.

Applicability: All quick connectors as installed in, but not limited to, the following gliders and sailplanes that are not equipped with a "Uerling" sleeve or an LS-Safety sleeve:

Manufacturer	Models
Alexander Schleicher	ASH25, ASH25E, ASK21, ASK23, ASK23B, ASW15, ASW15B, ASW17, ASW19, ASW19B, ASW20, ASW20B, ASW20BL, ASW20C, ASW20L, ASW20CL, ASW22, ASW22B, and ASW22BE.
Centrair	101A Pegasus, Pegasus 85, and Ventus.
Eiravion	PIK 20, PIK 20B, PIK 20D, PIK 20E, and PIK 30.
Glaser Dirks	DG100, DG200, and DG400.
Grob	G102 Astir CS, G102 Astir CS 77, G102 Standard Astir II, G102 Club Astir, G102 Astir CS Jeans, G103 ACRO, G103 TW Astir, G103 Twin Astir Trainer, G109, and G109B.
Intreprinderea ICA (Lark)	IS28, IS29, and IS32.
Rolladen Schneider	LS1-0, LS1-a, LS1-b, LS1-c, LS1-d, LS1-f, LS3-a, and LS3-17.
Schempp-Hirth	Cirrus, Std. Cirrus, Std. Cirrus B, Std. Cirrus CS-11-75L, Std. Cirrus G, VTC, Nimbus 2, Nimbus 2B, Nimbus 2C, Nimbus 2M, Nimbus-3, Nimbus-3/24.5, Nimbus-3D, Nimbus-3T, Nimbus-3DT, Nimbus-3DM, Janus, Janus B, Janus C, Janus Ca, Janus CM, and Janus CT, Discus a, Ventus, Ventus-a, Ventus-a/16.6, Ventus-c (with the Ventus-a fuselage).
Schweizer	2-33 and 1-26.

Note 1: This AD applies to each glider and sailplane 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 gliders and sailplanes 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 30 calendar days after the effective date of this AD, or upon installation of the quick connectors, whichever occurs later, unless already accomplished.

To prevent the quick connectors from becoming inadvertently disconnected, which could result in loss of control of the sailplane or glider, accomplish the following:

(a) For quick connectors that have a safety pin guide hole, enlarge the hole in the lock plate to a minimum diameter of 1.2 mm (0.05 in.) to accommodate a safety wire or pin.

(b) Fabricate and install a placard (using 1/8 inch letters) in the glider or sailplane, within the pilot's clear view, with the following words: "All L'Hotellier control system connectors must be secured with

safety wire, pins or safety sleeves, as applicable, prior to operation."

(c) Fabricating and installing the placard as required by paragraph (b) of this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the sailplane's or glider's records showing compliance with this AD in accordance with section 43.11 of the Federal Aviation Regulations (14 CFR 43.11).

(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, Small Airplane Directorate. The request shall be forwarded through an appropriate FAA Maintenance

Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) All persons affected by this directive may examine this document 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 November 13, 1996.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-29722 Filed 11-20-96; 8:45 am]

BILLING CODE 4910-32-P

14 CFR Part 71

[Airspace Docket No. 96-ASO-23]

Proposed Establishment of Class E Airspace; Somerset, KY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to establish Class E2 airspace area at Somerset, KY, for the Somerset-Pulaski County-J.T. Wilson Field Airport. An automated weather observing system has been installed at the airport, which transmits the required weather observations continuously to Indianapolis Center, the controlling facility for the airport. Therefore, the airport now meets the criteria for Class E2 surface area airspace.

DATES: Comments must be received on or before December 31, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 96-ASO-23, Manager, Operations Branch, ASO-530, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305-5586.

FOR FURTHER INFORMATION CONTACT: Benny L. McGlamery, Operations Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking

by submitting such written data, views or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 96-ASO-23." The postcard will be date/time stamped and returned to the commenter. All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. All comments submitted will be available for examination in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Manager, Operations Branch, ASO-530, Air Traffic Division, P.O. Box 20636, Atlanta, Georgia 30320.

Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2A which describes the application procedure.

The Proposal

The FAA is considering an amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to establish Class E2 airspace area at Somerset, KY, for the Somerset-Pulaski County-J.T. Wilson Field Airport. An automated weather observing system has been installed at the airport, which transmits the required weather observations continuously to Indianapolis Center, the controlling facility for the airport. Therefore, the

airport now meets the criteria for Class E2 surface area airspace. Class E airspace areas designated as a surface area for an airport are published in Paragraph 6002 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (Air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR Part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR Part 71 continues to read as follows

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 6002 Class E airspace areas designated as a surface area for an airport.

* * * * *

ASO KY E2 Somerset, KY [New]

Somerset-Pulaski County-J.T. Wilson Field Airport, KY

(Lat. 37°03'17" N, long. 84°36'52" W)

Bowling Green VORTAC

(Lat. 36°55'43" N, long. 86°26'36" W)