Compliance: Required as indicated, unless accomplished previously.

To prevent corrosion of certain mounting frames of the auxiliary power unit (APU), which could render the APU inoperative and may lead to a potential fire hazard, accomplish the following:

(a) Within 30 days after the effective date of this AD, perform a detailed visual inspection to detect the presence of a drain hole in frame member M of the mounting frames, having part number (P/N) D67050–407, of the auxiliary power unit (APU), in accordance with Fokker Service Bulletin SBF100–49–022, dated August 27, 1992.

(1) If no drain hole(s) is present, no further action is required by this AD.

(2) If any drain hole is present, prior to further flight, perform a detailed visual inspection to detect corrosion on the mounting frame of the APU, in accordance with the service bulletin.

(i) If no corrosion is detected, within 9 months after accomplishing the visual inspection, replace the mounting frame with a new mounting frame in accordance with the service bulletin.

(ii) If any corrosion is detected, within 3 months after accomplishing the visual inspection, replace the mounting frame with a new mounting frame in accordance with the service bulletin.

(b) As of the effective date of this AD, no person shall install on any airplane a mounting frame, having P/N D67050–407, that has a drain hole in frame member M.

(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, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. 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.

(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. Issued in Renton, Washington, on December 14, 1994.

(e) The inspection and replacement shall be done in accordance with Fokker Service Bulletin SBF100–49–022, dated August 27, 1992. 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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. Copies may be inspected 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.

(f) This amendment becomes effective on March 25, 1996.

Issued in Renton, Washington, on February 14, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–3835 Filed 2–22–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 95–CE–59–AD; Amendment 39–9520; AD 96–04–08]

Airworthiness Directives; Air Tractor, Incorporated Models AT–802 and AT–802A Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Air Tractor, Incorporated (Air Tractor) Models AT–802 and AT–802A airplanes. This action requires repetitively replacing the main landing gear legs. Failure of the main landing gear legs on an AT–802A prompted this action. The actions specified by this AD are intended to prevent possible failure of the main landing gear legs, which, if not detected and corrected, could result in loss of control of the airplane during landing operations.

DATES: Effective April 12, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 12, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from Air Tractor Incorporated, P.O. Box 485, Olney, Texas 76374; telephone (817) 564–5616, facsimile (817) 564–2348. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95–CE–59–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Bob May, Aerospace Engineer, FAA, Aircraft Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150; telephone (817) 222–5155, facsimile (817) 222–5960.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Air Tractor, Incorporated (Air Tractor) Models AT–802 and AT–802A airplanes was published in the Federal Register on October 5, 1995 (60 FR 52130). The action proposed to require repetitively replacing the main landing gear legs in accordance with Snow Engineering Company Service Letter (SL) 104A, dated July 29, 1995.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 18 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 12 hours per airplane to accomplish this action, and that the average labor rate is approximately $60 an hour. Parts cost approximately $2,816 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $63,648 ($3,536 per airplane). This figure is based on the assumption that no affected airplane owner/operator has replaced the main landing gear legs and does not take into account the number of repetitive replacements each operator would incur over the life of the airplane. The FAA has no way of determining how many main landing gear replacements each owner/operator will incur.

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 copy of the final evaluation prepared for this action is

contained 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, 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 a new airworthiness directive (AD) to read as follows:

Ad No. 96–04–08 Air Tractor Incorporated: Amendment 39–9520; Docket No. 95–CE–59–AD.

Applicability: Model AT–802 and AT–802A Airplanes (all serial numbers), 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 (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 upon the accumulation of 3,000 landings or within the next 25 landings after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter at intervals not to exceed 3,000 landings.

Note 2: If the number of landings is not known, calculate by multiplying three landings per one hour time-in-service (TIS).

To prevent possible failure of the main landing gear legs, which could result in loss of control of landing operations and possible loss of the airplane, accomplish the following:

(a) Replace the main landing gear legs, Air Tractor part number (P/N) 40091–2, in accordance with Air Tractor Service Bulletin (SB) 104A, dated July 29, 1995.

(b) 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.

(c) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Fort Worth Aircraft Certification Office, FAA, Aircraft Certification Office, 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 Aircraft Certification Office.

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

(d) The replacements required by this AD shall be done in accordance with Air Tractor Service Bulletin 104A, dated July 29, 1995. 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 Air Tractor Incorporated, P.O. Box 485, Olney, Texas 76374. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(e) This amendment (39–9520) becomes effective on April 12, 1996.

Issued in Kansas City, Missouri, on February 13, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–3886 Filed 2–22–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–NM–30–AD; Amendment 39–9523; AD 96–04–11]

Airworthiness Directives; Boeing Model 757–200 Series Airplanes Equipped With Rolls Royce Model RB211–535E4/E4B Engines

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 Boeing Model 757–200 series airplanes. This action requires a revision to the Airplane Flight Manual to ensure that the flightcrew activates the engine cowl thermal anti-ice (CTAI) system for both engines at the top of descent to avoid engine rundown (loss of engine power). This amendment is prompted by reports that, after the flightcrew activated the engine CTAI during descent, engine rundown occurred due to unknown reasons. The actions specified in this AD are intended to ensure that the flightcrew activates the engine cowl thermal anti-ice system for both engines prior to descent; activation of the engine CTAI system in the middle of descent could result in a compressor stall and subsequent engine rundown of multiple engines.

DATES: Effective March 11, 1996.

Comments for inclusion in the Rules Docket must be received on or before April 23, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–30–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Information concerning this amendment may be obtained from or examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Nancy Hanowski, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington; telephone (206) 227–2684; fax (206) 227–1181.

SUPPLEMENTARY INFORMATION: The FAA has received at least seven reports of engine rundown (loss of engine power) on Boeing Model 757–200 series airplanes equipped with Rolls Royce Model RB211–535E4/E4B engines. These incidents occurred while the airplanes were in flight, at an altitude between 24,000 and 29,000 feet.

In four of the seven incidents, dual engine events occurred in which one of the engines stalled and ''recovered'' to produce usable thrust; the other engine stalled, ran down to sub-idle power, and was subsequently shutdown.

In six of the seven incidents, the flightcrew activated the engine cowl thermal anti-ice system (CTAI) for both engines during the middle of the descent, which resulted in either single or dual engine compressor stalls and subsequent engine rundowns.

In the seventh incident, the flightcrew increased engine power from a minimum flight idle to a slightly higher power when both engines stalled; one of the engines returned to normal thrust level, and the other engine ran down to sub-idle power.

The cause of these engine rundown incidents has not been conclusively proven. However, ice accumulation on the engine is one possible cause that is