

U.S. operators is estimated to be \$1,500, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

### 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:

**97-07-08 Jetstream Aircraft Limited:** Amendment 39-9982. Docket 96-NM-131-AD.

**Applicability:** Model 4101 airplanes, as listed in Jetstream Service Bulletin J41-11-

014, dated January 18, 1996; 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 failure of the front bulkhead of the aft main baggage bay and the doors of the aft right stowage compartment during emergency landing dynamic conditions, which consequently could result in injury to passengers and flight crew and hinder evacuation of the airplane through the exit adjacent to the bulkhead, accomplish the following:

(a) For all airplanes: Within 30 days after the effective date of this AD, replace the weight limitation placards in the aft main baggage bay and aft right stowage compartment with new placards indicating lower maximum weight limitations, in accordance with Jetstream Service Bulletin J41-11-014, dated January 18, 1996.

(b) For airplanes having constructor numbers 41041 through 41043 inclusive, 41045, 41055, 41058, 41059, 41063, and 41064: Within 30 days after the effective date of this AD, after accomplishment of the requirements of paragraph (a) of this AD, revise the FAA-approved Airplane Flight Manual by removing Amendment P25, in accordance with Jetstream Service Bulletin J41-11-014, dated January 18, 1996.

(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.

(e) The actions shall be done in accordance with Jetstream Service Bulletin J41-11-014, dated January 18, 1996. 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 Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. 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 May 9, 1997.

Issued in Renton, Washington, on March 26, 1997.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 97-8265 Filed 4-3-97; 8:45 am]

BILLING CODE 4910-13-U

### 14 CFR Part 39

[Docket No. 96-NM-101-AD; Amendment 39-9983; AD 97-07-09]

RIN 2120-AA64

### Airworthiness Directives; Airbus Model A300 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A300 series airplanes, that requires repetitive checks and testing of certain equipment that regulates the flow of fuel from wing tank 2A to the number 2 engine. This amendment also requires replacement of this equipment with equipment that has been designed to prevent incorrect installation; this replacement is considered to be terminating action for the repetitive equipment checks and tests. This amendment is prompted by reports indicating that the incorrect installation of this equipment has caused the flight crew to shut off, rather than open, certain valves that regulate the flow of fuel from between this tank and engine. The actions specified by this AD are intended to detect and rectify incorrect installations, which could result in the flight crew inadvertently shutting off the flow of fuel to the engine, and consequent engine failure during flight.

**DATES:** Effective May 9, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 9, 1997.

**ADDRESSES:** The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex,

France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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:** 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:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Airbus Model A300 series airplanes was published in the **Federal Register** on January 13, 1997 (62 FR 1695). That action proposed to require repetitive checks of the control knobs on isolation valve and crossfeed valve control unit 5QB; and repetitive tests of this control unit. As terminating action for these repetitive checks and tests, that action also proposed to require that operators replace these knobs and this control unit with knobs and a control unit that have been modified.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

The commenter advises that it does not operate the affected Airbus series aircraft and, therefore, is not affected by this rule.

## Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

## Cost Impact

The FAA estimates that 13 Airbus Model A300 airplanes of U.S. registry will be affected by this AD.

It will take approximately 1 work hour per airplane to accomplish each required check and test cycle, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the required check and test on U.S. operators is estimated to be \$780, or \$60 per airplane, per check/test cycle.

It will take approximately 1 work hour per airplane to accomplish the required replacement of the control knobs and control unit, at an average labor rate of \$60 per work hour. Required parts will cost approximately

\$1,043 per airplane. Based on these figures, the cost impact of the required replacement on U.S. operators is estimated to be \$14,339, or \$1,103 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

## 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:

97-07-09 **Airbus Industrie:** Amendment 39-9983. Docket 96-NM-101-AD.

**Applicability:** Model A300 series airplanes, as listed in the Airbus service documents referenced in paragraphs (a), (b), and (c) of this AD; 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 (e) 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 the flight crew from inadvertently shutting off the flow of fuel from wing tank 2A to the number 2 engine, due to the incorrect installation of the isolation valve and crossfeed valve control unit 5QB, and the consequent failure of the engine, accomplish the following:

(a) *For airplanes listed in Airbus A300 All Operator Telex (AOT) 28-03, dated June 6, 1991:* Within 30 days after the effective date of this AD, perform a check and functional test of the control knob configurations for the isolation valve and crossfeed valve control unit 5QB, in accordance with Airbus AOT 28-03, dated June 6, 1991.

(1) Repeat the check and test thereafter at intervals not to exceed 500 hours time-in-service, and prior to further flight after any maintenance action is performed on the control unit.

(2) Any unit that does not successfully pass the check/functional test, must be repaired or otherwise rectified prior to further flight, in accordance with the AOT.

(b) *For airplanes listed in Airbus Service Bulletin A300-28-055, Revision 3, dated December 19, 1991, as amended by Service Bulletin Change Notice 3.A., dated March 16, 1992:*

Within 2 years after the effective date of this AD, replace the crossfeed and isolation valve control unit 5QB with a modified unit, in accordance with Airbus Service Bulletin A300-28-055, Revision 3, dated December 19, 1991, as amended by Service Bulletin Change Notice 3.A.

**Note 2:** Airbus Service Bulletin A300-28-055, Revision 3, references L'équipement et La Construction Electrique (ECE) Service Bulletins 28-195 and 28-196, both dated August 31, 1983, as additional sources of procedural information for replacement of the control unit.

(c) *For airplanes listed in Airbus Service Bulletin A300-28-0061,*

**Revision 1, dated March 14, 1992:**

Within 2 years after the effective date of this AD, replace the control knobs on the crossfeed and isolation valve control unit 5QB with new knobs, in accordance with Airbus Service Bulletin A300-28-0061, Revision 1, dated March 14, 1992.

**Note 3:** Airbus Service Bulletin A300-28-0061, Revision 1, references ECE Service Bulletins 28-191, dated July 26, 1982, and 28-228, dated November 1, 1991, as additional sources of procedural information for replacement of the control knobs.

(d) Accomplishment of both of the replacements specified in paragraphs (b) and (c) of this AD constitutes terminating action for the repetitive checks and tests required by paragraph (a) of this AD.

(e) 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 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(f) 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.

(g) The actions shall be done in accordance with the following Airbus service documents, which contain the specified list of effective pages:

| Service bulletin referenced and date  | Page No.           | Revision level shown on page | Date shown on page |
|---|--------------------|------------------------------|--------------------|
| Airbus All Operator Telex (AOT) 28-03, June 6, 1991 .....                     | 1-3 .....          | .....                        | June 6, 1991       |
| Airbus Service Bulletin A300-28-055, Revision 3, December 19, 1991 .....      | 1,4 .....          | 3 .....                      | Dec. 19, 1991.     |
|   | 2, 3, 5, 6 .....   | 2 .....                      | Sept. 19, 1991.    |
|   | 7, 9, 10, 13 ..... | Original .....               | Oct. 16, 1983.     |
|   | 8, 11, 12 .....    | 1 .....                      | July 2, 1991.      |
| Airbus Service Bulletin A300-28-055, Change Notice 3.A., March 16, 1992 ..... | 1-2 .....          | .....                        | Mar. 16, 1992      |
| Airbus Service Bulletin A300-28-0061, Revision 1, March 14, 1992 .....        | 1 .....            | 1 .....                      | Mar. 14, 1992.     |
|   | 2-7 .....          | Original .....               | Jan. 23, 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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.

(h) This amendment becomes effective on May 9, 1997.

Issued in Renton, Washington, on March 26, 1997.

**S.R. Miller,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 97-8266 Filed 4-3-97; 8:45 am]

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#### 14 CFR Part 39

[Docket No. 96-SW-17-AD;  
Amendment 39-9980; AD 97-07-06]

RIN 2120-AA64

#### Airworthiness Directives; Bell Helicopter Textron, Inc. Model 412 Helicopters

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing priority letter airworthiness directive (AD), applicable to Bell Helicopter Textron, Inc. Model 412 helicopters, that currently requires a daily inspection of certain swashplate

support assemblies. It also requires a reduction in VNE, and installation of appropriate airspeed indicator markings and a placard. This amendment requires the same actions required by the existing priority letter AD, but restricts the applicability to the Model 412 helicopters with a certain steel main rotor control swashplate support assembly (steel swashplate support assembly) installed. This amendment also allows the installation of an improved main rotor control swashplate assembly that terminates the requirements of this AD. This amendment is prompted by reported cracking and in-service failures of certain steel swashplate support assemblies. The actions specified by this AD are intended to prevent failure of the steel swashplate support assembly that could result in loss of main rotor control and subsequent loss of control of the helicopter.

**DATES:** Effective May 9, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 9, 1997.

**ADDRESSES:** The service information referenced in this AD may be obtained from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Mr. Charles Harrison, Aerospace Engineer, Federal Aviation Administration, Southwest Region, Rotorcraft Certification Office, ASW-170, Fort Worth, Texas 76193-0170, telephone (817) 222-5447, FAX (817) 222-5959.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding priority letter AD 92-03-13, issued January 31, 1992, which is applicable to Bell Helicopter Textron, Inc. Model 412 helicopters, was published in the **Federal Register** on October 25, 1996 (61 FR 55231). That action proposed to require a daily inspection of certain steel main rotor control swashplate support assemblies, a reduction in VNE, and installation of appropriate airspeed markings and a placard. It also proposed an optional installation of an improved steel main rotor control swashplate support assembly or an aluminum swashplate support assembly, that, when installed, constitutes a terminating action for the requirements of this AD.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule with one change—a reference to a specific part of a service bulletin was added for clarification. The FAA has determined that this change will neither increase the economic burden on any