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), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–8813 (59 FR 4575, February 1, 1994), and by adding a new airworthiness directive (AD), to read as follows:

SAAB Aircraft AB: Docket 96–NM–130–AD. Supersedes AD 94–03–06, Amendment 39–8813.

Applicability: Model SAAB SF340A series airplanes having serial numbers 004 through 159 inclusive; and Model SAAB 340B series airplanes having serial numbers 160 through 345 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 (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 as indicated, unless accomplished previously.

To prevent the incorrect wiring of the wire harness installation to the fire extinguisher cartridges in the engine nacelles, which would result in the inability of the fire extinguishers to jointly discharge agent into a nacelle in the event of a fire:

(a) Within 25 days after February 16, 1994 (the effective date of AD 94–03–06, amendment 39–8813), perform an inspection to ensure proper connections of the wire harness installation to the engine nacelle fire extinguisher, in accordance with Saab Service Bulletin SAAB 340–26–012, Revision 1, dated October 5, 1993, or Saab Service Bulletin SAAB 340–26–015, Revision 1, dated December 8, 1995. Prior to further flight, correct any discrepancy found and modify the wiring, in accordance with the service bulletin. After the effective date of this AD, perform this inspection and correct any discrepancy found, in accordance with Saab Service Bulletin SAAB 340–26–015, Revision 1, dated December 8, 1995.

(b) Repeat the inspection specified in paragraph (a) of this AD immediately following any maintenance action during which both electric connectors to either of the fire extinguishers in the nacelle electrical bays are disconnected.

(c) Prior to the accumulation of 4,000 hours time-in-service after the effective date of this AD, or at the next scheduled maintenance inspection after the effective date of this AD, whichever occurs earlier:

(1) Conduct an inspection to ensure proper connection of the wire harness installation to the fire extinguisher cartridges in both engine nacelles, in accordance with Saab Service Bulletin SAAB 340–26–015, Revision 1, dated December 8, 1995. If any discrepancy is detected, prior to further flight, correct this discrepancy in accordance with the service bulletin.

(2) After the inspection required by paragraph (c)(1) of this AD has been accomplished, measure the total length of the wiring harness from the clamp to connector 9WB–P2/10WB–P2, in accordance with Saab Service Bulletin SAAB 340–26–015, Revision 1, dated December 8, 1995. If the wiring harness has been modified with a loop in accordance with the requirements of paragraph (a) of this AD, or in accordance with Saab Service Bulletin SAAB 340–26–012, Revision 1, dated October 5, 1993, before measuring, remove the loop in the wire harness in accordance with Saab Service Bulletin SAAB 340–26–015, Revision 1, dated December 8, 1995.

(i) If the total length is 7 inches (180mm) or less, no further action is required by this AD.

(ii) If the total length exceeds 7 inches (180mm), modify this wiring in accordance with Saab Service Bulletin SAAB 340–26–015, Revision 1, dated December 8, 1995. Accomplishment of this modification constitutes terminating action for the repetitive inspections required by paragraph (b) of this AD, and no further action is required by this AD.

Note 2: Accomplishment of this modification in accordance with Saab Service Bulletin SAAB 340–26–015, dated November 23, 1995, prior to the effective date of this AD, is considered acceptable for compliance with the requirements of paragraph (c)(2)(ii) of this AD.

(d) 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(e) 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 April 2, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–9012 Filed 4–8–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–113–AD]

RIN 2120–AA64

Airworthiness Directives; Dornier Model 328–100 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 certain Dornier Model 328–100 series airplanes. This proposal would require repetitive inspections to detect cracking of the support beam of the main landing gear (MLG) fairing, and permanent repair of any cracking found. Accomplishment of the permanent repair terminates the repetitive inspections. This proposal is prompted by reports of cracking of the support beam of the MLG fairing. The actions specified by the proposed AD are intended to prevent such cracking, which could result in reduced structural integrity of the lower part of the MLG fairing, and subsequent separation of part of the fairing from the airplane.

DATES: Comments must be received by May 19, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–113–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 Dornier Luftfahrt GmbH, P.O. Box 1103, D–82230 Wessling, Germany. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Connie Beane, Aerospace Engineer,

Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2796; 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–113–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–113–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, recently notified the FAA that an unsafe condition may exist on certain Dornier Model 328–100 series airplanes. The LBA advises that it received reports of cracking of the support beam of the main landing gear (MLG) fairing on these airplanes. The cracking was found during maintenance of the airplanes. This cracking occurs at design-critical locations; the design is not adequate due to severe bending of materials at these locations. Cracking of the support beam of the MLG fairing, if not corrected, could result in reduced structural integrity of the lower part of the MLG fairing, and subsequent separation of part of the fairing from the airplane.

Explanation of Relevant Service Information

Dornier has issued Alert Service Bulletin ASB–328–53–010, dated October 13, 1995, which describes procedures for repetitive visual inspections to detect cracking of the lower attachment flanges in the area of the bend radii of the forward and aft support beams of the MLG. The alert service bulletin also describes procedures for a temporary repair (for cracking within specified limits) and a permanent repair (for cracking outside specified limits). The temporary repair entails stop drilling the crack, and performing subsequent visual inspections until the permanent repair is accomplished, or until results of the visual inspections reveal that the length of the crack has increased to more than 50 mm. Among other things, the permanent repair involves wet installing and sealing the angle, protecting reworked surfaces, and reworking the existing flange. Accomplishment of the permanent repair eliminates the need for the repetitive inspections. The LBA classified this alert service bulletin as mandatory and issued German airworthiness directive 95–413, dated November 2, 1995, in order to assure the continued airworthiness of these airplanes in Germany.

FAA's Conclusions

This airplane model is manufactured in Germany and is type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LBA has kept the FAA informed of the situation described above. The FAA has examined the findings of the LBA, 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 Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, the proposed AD would require repetitive visual inspections to detect cracking of the lower attachment flanges in the area of the bend radii of the forward and aft support beams of the MLG, and permanent repair of any cracking found. The actions would be required to be accomplished in accordance with the alert service bulletin described previously.

Differences Between Alert Service Bulletin and This Proposed AD

Operators should note that, while the alert service bulletin recommends accomplishment of a temporary repair for cracking within specified limits, and a permanent repair for cracking outside those limits, this proposed AD would require that the permanent repair be accomplished for airplanes on which cracking of any length is found. The FAA has determined that, due to the safety implications and consequences associated with such cracking, the permanent repair must be accomplished prior to further flight on all beams that are found to be cracked.

Cost Impact

The FAA estimates that 27 Dornier Model 328–100 series airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 1 work hour per airplane to accomplish the proposed actions, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be $1,620, or $60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed 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 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 proposed regulation (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the 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 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, 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), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Dornier: Docket 96–NM–113–AD.

Applicability: Model 328–100 series airplanes, excluding serial numbers 3006, 3007, and 3010; 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 as indicated, unless accomplished previously.

To prevent reduced structural integrity of the lower part of the MLG fairing, and subsequent separation of part of the fairing from the airplane, accomplish the following:

(a) Within 300 hours time-in-service after the effective date of this AD, perform a visual inspection to detect cracking of the lower attachment flanges in the area of the bend radii of the forward and aft support beams of the main landing gear (MLG), in accordance with Dornier Alert Service Bulletin ASB–328–53–010, dated October 13, 1995.

(1) If no cracking is found, repeat the inspection thereafter at intervals not to exceed 300 hours time-in-service.

(2) If any cracking is found, prior to further flight, accomplish the permanent repair in accordance with the alert service bulletin.

(b) Accomplishment of the permanent repair in accordance with Dornier Alert Service Bulletin ASB–328–53–010, dated October 13, 1995, constitutes terminating action for the repetitive inspections required by 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, 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 April 2, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–9015 Filed 4–8–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–41–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A310 and A300–600 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of an existing airworthiness directive (AD), applicable to all Airbus Model A310 and A300–600 series airplanes, that currently requires a revision to the Airplane Flight Manual (AFM) that warns the flight crew of certain consequences associated with overriding the autopilot when it is in the pitch control axis. That AD also requires modification of certain flight control computers (FCC). That AD was prompted by the results of an FAA review of the requirements of an earlier AD. This proposed action would require a modification to the autopilot that would enable the flight crew to manually disconnect the autopilot, regardless of its mode and the altitude of the airplane; accomplishment of that modification would terminate the current requirement to revise the AFM. This proposed action also would require repetitive operational testing of the modified autopilot to determine if the disconnect function operates properly, and repair, if necessary. The actions specified by the proposed AD are intended to prevent an out-of-trim condition between the trimmable horizontal stabilizer and the elevator, which could severely reduce controllability of the airplane.

DATES: Comments must be received by May 19, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Charles Huber, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2589; 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