

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

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Mooney Aircraft Corporation, Louis Schreiner Field, Kerrville, Texas 78028; or 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 March 27, 1995.

**Dwight A. Young,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-8832 Filed 4-10-95; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 39

[Docket No. 91-CE-85-AD]

### **Airworthiness Directives; Jetstream Aircraft Limited (Formerly British Aerospace, Regional Airlines Limited) Jetstream Models 3101 and 3201 Airplanes**

**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 certain Jetstream Aircraft Limited (JAL) Models 3101 and 3201 airplanes. The proposed action would require modifying the central annunciator panel test button circuit. A report of diode failure in this circuit and subsequent inadvertent engine shutdown on one of the affected airplanes prompted the proposed action. The actions specified in the proposed AD are intended to prevent failure of a diode in the central annunciator panel test button circuit, which, if not detected and corrected, could result in inadvertent engine shutdown while in flight if the central annunciator panel test button is pressed.

**DATES:** Comments must be received on or before June 9, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 91-CE-85-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.

Service information that applies to the proposed AD may be obtained from

Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; telephone (44-292) 79888; facsimile (44-292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC, 20041-6029; telephone (703) 406-1161; facsimile (703) 406-1469. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Mike Kiesov, Aerospace Engineer, Small Airplane Directorate, Airplane 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. 91-CE-85-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. 91-CE-85-AD, room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

## **Discussion**

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, has notified the FAA that an unsafe condition may exist on JAL Jetstream Models 3101 and 3201 airplanes. The CAA reports that a diode failed in the central annunciator panel test button circuit on one of the affected airplanes. This led to inadvertent engine failure of one of the engines when the airplane operator pressed the central annunciator panel test button.

JAL has issued Jetstream Alert Service Bulletin (ASB) 80-A-JA 911045, Revision 1, dated November 1, 1991, which specifies procedures for modifying the central annunciator panel test button circuit on Jetstream Models 3101 and 3201 airplanes. The modification (Amendment JA 911045) consists of removing diodes from the engine stop circuit and configuring a minor wire change.

In order to assure the continued airworthiness of these airplanes in the United Kingdom, the CAA classified Jetstream ASB 80-A-JA 911045, Revision 1, dated November 1, 1991, as mandatory. The CAA classifying a service document as mandatory is the same for airplanes registered in the United Kingdom as the FAA issuing an AD for airplanes registered in the United States.

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.

Since an unsafe condition has been identified that is likely to exist or develop in other JAL Jetstream Models 3101 and 3201 airplanes of the same type design, the proposed AD would require modifying the central annunciator panel test button circuit by removing diodes from the engine stop circuit and configuring a minor wiring change. The proposed actions would be accomplished in accordance with Jetstream ASB 80-A-JA 911045, Revision 1, dated November 1, 1991.

The FAA estimates that 260 airplanes in the U.S. registry would be affected by the proposed AD, that it would take

approximately 2 workhours per airplane to accomplish the proposed modification, and that the average labor rate is approximately \$60 an hour. JAL will provide parts at no cost to the owner/operator. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$31,200. This figure is based on the assumption that no affected owner/operator has incorporated the proposed modification.

JAL has informed the FAA that 2 modification kits have been distributed to affected airplane owners/operators. Assuming that each of these modification kits has been incorporated on an affected airplane, then the proposed cost impact upon U.S. operators would be reduced \$240 (2 workhours  $\times$  \$60 per hour  $\times$  2 airplanes) from \$31,200 to \$30,960. The FAA also believes that numerous owners/operators of the affected airplanes have accomplished the modification using 22AWA cable and terminal tags instead of obtaining parts from the manufacturer, as is provided for in the proposed AD. This would further reduce the cost impact of the proposed AD upon U.S. operators of the affected airplanes. The FAA has no way of determining how many airplanes have accomplished the proposed modification utilizing the 22AWA cable and terminal tags alternative.

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding a new AD to read as follows:

**Jetstream Aircraft Limited:** Docket No. 91–CE–85–AD.

**Applicability:** Jetstream Model 3101 airplanes, all serial numbers, and Jetstream Model 3201 airplanes, serial numbers 790 through 950, 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 use the authority provided in paragraph (d) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any aircraft from the applicability of this AD.

**Compliance:** Required within the next 200 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent failure of a diode in the central annunciator panel test button circuit, which, if not detected and corrected, could result in inadvertent engine shutdown while in flight if the central annunciator panel test button is pressed, accomplish the following:

(a) Modify the central annunciator panel test button circuit (Amendment JA 911045) by removing diodes from the engine stop circuit and configuring a minor wiring change in accordance with PART 2 of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream Alert Service Bulletin 80–A–JA 911045, Revision 1, dated November 1, 1991.

(b) As noted in Jetstream Alert Service Bulletin 80–A–JA 911045, Revision 1, dated November 1, 1991, terminals may be linked

using 22 AWA cable and terminal tags, provided the following is accomplished:

(1) For airplanes without roof panel plug breaks, identify the cables as WQ69 and WQ70.

(2) For airplanes with roof panel plug breaks, identify the cables as WQ71 and WQ72.

(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 airplane to a location where the requirements of this AD can be accomplished.

(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, Brussels Aircraft Certification Office (ACO), Europe, Africa, Middle East office, FAA, c/o American Embassy, B–1000 Brussels, Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

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

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC, 20041–6029; or may examine these documents 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 March 27, 1995.

**Dwight A. Young,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### 26 CFR Part 1

[IA–50–94]

RIN 1545–AS98

### Allowances Received by Members of the Armed Forces in Connection With Moves to New Permanent Duty Stations; Hearing Cancellation

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Cancellation of notice of public hearing on proposed regulations.

**SUMMARY:** This document provides notice of cancellation of a public hearing on proposed regulations relating to the exclusion from gross income of