

CFR Part 1493) have been submitted to the Office of Management and Budget (OMB) for review under the Paperwork Reduction Act of 1980.

Signed this 19th day of May, 1995 at Washington, DC.

**Christopher E. Goldthwait,**

*General Sales Manager and Vice President,  
Commodity Credit Corporation.*

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BILLING CODE 3410-10-F

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 95-CE-17-AD]

#### **Airworthiness Directives; Fairchild Aircraft SA226 and SA227 Series 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 Fairchild Aircraft SA226 and SA227 series airplanes. The proposed action would require replacing the nuts that attach the power control cable to the lever attach point clevis with nuts that have safety wire holes, and safety wiring the power control cable to the lever attach point clevis; and inspecting to assure that the power cable is securely attached to the power control cable bracket, and correcting any attachment problems. Reports of power control cable attaching hardware failure on two of the affected airplanes prompted the proposed action. In one of these instances, the power control cable disconnected from the lever attach point clevis, resulting in engine shutdown. The actions specified by the proposed AD are intended to prevent such power control cable disconnection, which, if not detected and corrected, could result in engine shutdown and subsequent loss of control of the airplane.

**DATES:** Comments must be received on or before September 15, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-17-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 Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; telephone (210) 824-9421; facsimile (210) 820-8609. This information may also be examined at the FAA, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

#### **FOR FURTHER INFORMATION CONTACT:**

Alma Ramirez-Hodge, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5147; facsimile (817) 222-5959.

#### **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. 95-CE-17-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. 95-CE-17-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

##### **Discussion**

The FAA has received reports of power control cable attaching hardware

failure on two Fairchild Aircraft SA226 and SA227 series airplanes. In one of these incidents, the jam nut came loose and the threaded portion of the ball joint backed completely out of the clevis. This caused the power lever to disconnect from the clevis, which caused one of the engines to shut down.

Fairchild Aircraft has issued Service Bulletin (SB) 226-76-009; SB 227-76-004; and SB CC7-76-001, all Issued: January 6, 1995. These service bulletins specify procedures for accomplishing the following on Fairchild Aircraft SA226 and SA227 series airplanes:

- Replacing the nuts that attach the power control cable to the lever attach point clevis with nuts that have safety wire holes, and safety wiring the power control cable to the lever attach point clevis; and
- Inspecting to assure that the power cable is securely attached to the power control cable bracket, and correcting any attachment problems.

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent the power control cable from disconnecting from the lever attach point clevis, which, if not detected and corrected, could result in engine shutdown and subsequent loss of control of the airplane.

Since an unsafe condition has been identified that is likely to exist or develop in other Fairchild Aircraft SA226 and SA227 series airplanes of the same type design, the proposed AD would require replacing the nuts that attach the power control cable to the lever attach point clevis with nuts that have safety wire holes, and safety wiring the power control cable to the lever attach point clevis; and inspecting to assure that the power cable is securely attached to the power control cable bracket, and correcting any attachment problems. Accomplishment of the proposed actions would be in accordance with the previously referenced service bulletins, as applicable.

The FAA estimates that 779 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 4 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts would consist of common hardware and the cost would vary; however, for the purposes of this AD, a figure of \$20 is used. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$202,540. This figure is based on the assumption that no owner/operator of the affected

airplanes has accomplished the proposed actions. Since parts are obtained locally, the FAA has no readily available means of determining how many owners/operators have incorporated the proposed actions.

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:

**Fairchild Aircraft:** Docket No. 95-CE-17-AD.

**Applicability:** Models SA226-T, SA226-T(B), SA226-AT, SA226-TC, SA227-TT, SA227-AT, SA227-AC, SA227-BC, SA227-CC, and SA227-DC 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 use the authority provided in paragraph (c) 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 airplane from the applicability of this AD.

**Compliance:** Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the power control cable from disconnecting from the lever attach point clevis, which, if not detected and corrected, could result in engine shutdown and subsequent loss of control of the airplane, accomplish the following:

(a) Replace the nuts that attach the power control cable to the lever attach point clevis with nuts that have safety wire holes, and safety wire the power control cable to the lever attach clevis; and inspect to assure that the power cable is securely attached to the power control cable bracket, and correct any attachment problems. Accomplish these actions in accordance with the following service bulletins, as applicable:

(1) Fairchild Service Bulletin (SB) 226-76-009, dated January 6, 1995;

(2) Fairchild SB 227-76-004, dated January 6, 1995; or

(3) Fairchild SB CC7-76-001, dated January 6, 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 compliance times that provides an equivalent level of safety may be approved by the Manager, Fort Worth ACO, FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76137-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

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

(d) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; 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 July 13, 1995.

**John R. Colomy,**

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

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#### 14 CFR Part 39

[Docket No. 94-NM-249-AD]

#### Airworthiness Directives; Fokker Model F28 Mark 0100 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 Fokker Model F28 Mark 0100 series airplanes. For certain airplanes, this proposal would require an inspection to determine the torque value of the attaching parts of the interlock mechanism of the large cargo doors, and adjustment of the torque values that are outside certain limits. For certain other airplanes, the proposed AD would require removal of a spring from the interlock mechanism of the large cargo doors, and installation of a new microswitch bracket and two new springs in the interlock mechanism. This proposal is prompted by a report indicating that a spring on the interlock lever of the large cargo doors may become disconnected or the lever may become jammed in the "activated" state. The actions specified by the proposed AD are intended to prevent the spring from becoming disconnected or the lever from jamming. If other failures occur, the flightcrew could dispatch the airplane with improperly locked cargo doors; this condition could result in the opening and/or separation of the cargo doors while the airplane is in flight and subsequent rapid decompression and/or structural damage to the airplane.

**DATES:** Comments must be received by August 28, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-249-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