

(f) Installation of Modification No. 10414 in accordance with Airbus Service Bulletin A300-53-0294 (for Model A300 series airplanes), dated May 17, 1993; Airbus Service Bulletin A310-53-2076 (for Model A310 series airplanes), dated May 17, 1993; or Airbus Service Bulletin A300-53-6046 (for Model A300-600 series airplanes), dated May 17, 1993; as applicable; constitutes terminating action for the inspections required by this AD.

(g) 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.

(h) 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 February 6, 1996.

Darrell M. Pederson,
*Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.*
[FR Doc. 96-2998 Filed 2-9-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-29-AD]

Airworthiness Directives; Fokker Model F28 Mark 0100 and 0070 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking; reopening of comment period.

SUMMARY: This document revises an earlier proposed airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, that would have required a one-time operational test of the pitot heating system, and repair or replacement of failed elements. That AD also would have required modification of certain electrical wiring, and replacement of the pitot head and a certain relay. This action revises the proposed rule by adding a new requirement to replace the pitot heating system with a new improved system, in lieu of modifying the electrical wiring and replacing the pitot head and relay. This action also

revises the applicability of the proposed rule to include additional airplanes. The actions specified by this proposed AD are intended to prevent icing of the No. 1 pitot tube, which could result in failure of the No. 1 Air Data Computer, or output of erroneous airspeed data to all on-side subsidiary systems, including the Automatic Flight Control and Augmentation System.

DATES: Comments must be received by March 4, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-29-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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Timothy Dulin, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2141; 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 95-NM-29-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. 95-NM-29-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, was published as a notice of proposed rulemaking (NPRM) in the Federal Register on April 18, 1995 (60 FR 19383). That NPRM would have required a one-time operational test of the No. 1 pitot heating system, and repair or replacement of failed elements. That AD also would have required modification of certain electrical wiring, replacement of the pitot head with a new pitot head, and replacement of the single direct current (DC) current-sensing relay with two new DC current sensing relays. That NPRM was prompted by reports indicating that the No. 1 Air Data Computer (ADC #1) failed on Model F28 Mark 0100 series airplanes due to icing at the No. 1 pitot tube. Icing of the No. 1 pitot heat system, if not corrected, could result in failure of the ADC #1 or lead to output of erroneous data to all on-side subsidiary systems including the Automatic Flight Control and Augmentation System (AFCAS).

Since the issuance of that NPRM, one operator has reported that several failures of the captain's airspeed indicator and ADC #1 have occurred during encounters with severe icing. These failures were accompanied by a malfunction alert from all on-side subsidiary systems; however, no failures of the pitot heating system were reported. Subsequent investigation revealed that the DC heating capacity of the captain's pitot tube is inadequate to prevent freezing of the pitot tube in severe icing conditions.

The captain's DC powered pitot heating systems installed on Fokker Model F28 Mark 0100 series airplanes are also installed on certain Fokker Model F28 Mark 0070 series airplanes; therefore, those airplanes are also

subject to the addressed unsafe condition.

Additionally, since the issuance of that NPRM, Fokker has issued Service Bulletin SBF100-30-017, dated August 23, 1995. This service bulletin describes procedures for replacement of the captain's pitot heating system with a new improved pitot heating system. This replacement involves a new pitot tube that has an alternating current (AC) powered heating system, that will prevent freezing of the captain's pitot tube during severe icing conditions. (This pitot heating system is the same system as that currently used on the First Officer's position and auxiliary systems.) The effectivity of this service bulletin includes certain additional Model F28 Mark 0100 series airplanes, and certain Model F28 Mark 0070 series airplanes, that are subject to the unsafe condition. (These airplanes were not identified in the original NPRM.) The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, approved this service bulletin and issued Netherlands airworthiness directive BLA 1994-114/3(A), dated September 29, 1995, in order to assure the continued airworthiness of these airplanes in the Netherlands.

The FAA has examined the findings of the RLD and reviewed the new service information. The FAA finds that the actions proposed in paragraph (b) of the original NPRM will not prevent freezing of the pitot head during severe icing conditions. Therefore, to ensure safety of the fleet, the FAA finds that replacement of the pitot heating system with new improved pitot heating system, as specified in Fokker Service Bulletin SBF100-30-017, dated August 23, 1995, is necessary. The FAA has revised paragraph (b) of this supplemental NPRM accordingly.

In addition, the FAA has revised the applicability of this proposed rule to include airplanes as listed in Fokker Service Bulletin SBF100-30-017, dated August 23, 1995.

Since this change expands the scope of the originally proposed rule, the FAA has determined that it is necessary to reopen the comment period to provide additional opportunity for public comment.

Operators should note that the operational test of the No. 1 pitot heating system, as proposed previously, continues to be required in this supplemental NPRM. The FAA has determined that accomplishment of this operational test is necessary to determine if any pitot tube heating element is inoperative, and to ensure that any failed element is repaired or replaced.

The FAA estimates that 129 airplanes of U.S. registry would be affected by this proposed AD. It would take approximately 1 work hour per airplane to accomplish the operational test and 36 work hours to accomplish the replacement, at an average labor rate of \$60 per work hour. Required replacement parts would cost approximately \$10,500 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$1,640,880, or \$12,720 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.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

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

Fokker: Docket 95-NM-29-AD.

Applicability: Model F28 Mark 0100 and 0070 series airplanes; as listed in Fokker SBF100-30-015, Revision 2, dated January 25, 1995, and Fokker Service Bulletin SBF100-30-017, dated August 23, 1995; 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 icing of the No. 1 pitot tube, which could result in failure of the No. 1 Air Data Computer (ADC #1) or output of erroneous airspeed data to all on-side subsidiary systems, including the Automatic Flight Control and Augmentation System (AFCAS), accomplish the following:

(a) For airplanes listed in Fokker SBF100-30-015, Revision 2, dated January 25, 1995: Within 30 days after the effective date of this AD, perform an operational test of the No. 1 pitot heating system in accordance with Part 1 of the Accomplishment Instructions of that service bulletin.

(1) If the pitot heating system passes the operational test, accomplish the requirements of either paragraph (b)(1) or (b)(2) of this AD, as applicable, at the times specified.

(2) If any pitot tube heating element is found to be inoperative, prior to further flight, repair or replace the failed element with a serviceable element, in accordance with the Fokker 100 Aircraft Maintenance Manual (AMM).

(b) For all airplanes: Replace the No. 1 pitot heating system with a new pitot heating system, in accordance with Part 1, 2, 3, or 4 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-30-017, dated August 23, 1995. Accomplish this action at the time specified in paragraph (b)(1) or (b)(2) of this AD, as applicable.

(1) For airplanes that are equipped with a Flight Warning System (FWS) speed comparator that is not activated, and a Rosemount type 853JB No. 1 pitot heating system: Accomplish the replacement within 9 months after the effective date of this AD.

(2) For airplanes that are equipped either with an FWS speed comparator that is activated, or with a Rosemount type 853KK No. 1 pitot heating system: Accomplish the replacement within 18 months after the effective date of 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 February 6, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.
[FR Doc. 96-2997 Filed 2-9-96; 8:45 am]
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14 CFR Part 39

[Docket No. 95-NM-224-AD]

Airworthiness Directives; Fokker Model F28 Mark 0100 and 0070 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, that currently requires certain maximum brake wear limits to be incorporated into the FAA-approved maintenance inspection program. That AD also currently requires that the Airplane Flight Manual (AFM) be revised to include certain procedures concerning operations in the event of a rejected takeoff (RTO). This action would add a requirement for the incorporation of new maximum brake wear limits for additional brake units into the FAA-approved maintenance program. This action would also delete the current requirement for the AFM revision. This proposal is prompted by the determination of the maximum allowable brake wear limits for additional brake unit part numbers. The actions specified by the proposed AD are intended to prevent the loss of brake effectiveness during a high energy RTO. **DATES:** Comments must be received by March 25, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-224-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.

This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Ruth Harder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-1721; 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 95-NM-224-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. 95-NM-224-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On March 7, 1994, the FAA issued AD 94-06-06, amendment 39-8854 (59 FR 11713, March 14, 1994), applicable to certain Fokker Model F28 Mark 0100 series airplanes, to require that certain maximum brake wear limits be incorporated into the FAA-approved maintenance program. That AD also requires that the Airplane Flight Manual (AFM) be revised to include certain procedures concerning operations in the event of a rejected takeoff (RTO). That action was prompted by an accident in which a transport category airplane executed an RTO and was unable to stop on the runway due to worn brakes; and the subsequent review of allowable brake wear limits for all transport category airplanes. The requirements of that AD are intended to prevent the loss of brake effectiveness during a high energy RTO.

Actions Since AD 94-06-06 Was Issued

Since the issuance of that AD, additional brake unit part numbers, that were not addressed in the existing rule, have been evaluated and the maximum allowable brake wear limits for these brake units have been determined in accordance with a methodology approved by the FAA. The FAA has determined that both Model F28 Mark 0100 and F28 Mark 0070 series airplanes equipped with these brake units are currently subjected to the same unsafe condition addressed in the existing AD, and that the newly identified maximum brake wear limits must be applied to these brake configurations in order to ensure their braking effectiveness.

In addition, the FAA has reviewed the results of 100% worn brake RTO testing on the subject brake units as installed on Model F28 Mark 0100 and 0070 series airplanes. Based on the successful results of these laboratory tests, the FAA finds that the main landing gear sliding member on these airplanes will not overheat beyond approved limits after an RTO. Therefore, the FAA has determined that the AFM revision currently required by paragraphs (b) and (c) of AD 94-06-06 is no longer necessary.

This airplane model is manufactured in the Netherlands 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. The FAA has determined that AD action is necessary for products of this type design that are certificated for operation in the United States.