

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

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

Issued in Fort Worth, Texas, on December 9, 1996.

Eric Bries,

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 96-32434 Filed 12-20-96; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 39

[Docket No. 96-CE-34-AD]

RIN 2120-AA64

**Airworthiness Directives; Raytheon Aircraft Company Models E33, F33, G33, E33A, F33A, E33C, F33C, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, V35TC, V35ATC, V35BTC, 36, A36, A36TC, B36TC, 50, B50, C50, 95-55, 95A55, 95B55, 95C55, D55, E55, 56TC, A56TC, 58, 58TC, 95, B95, B95A, D95A, and E95 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 Raytheon Aircraft Company (Raytheon) Models E33, F33, G33, E33A, F33A, E33C, F33C, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, V35TC, V35ATC, V35BTC, 36, A36, A36TC, B36TC, 50, B50, C50, 95-55, 95A55, 95B55, 95C55, D55, E55, 56TC, A56TC, 58, 58TC, 95, B95, B95A, D95A, and E95 airplanes. The proposed action would require checking the interior cabin door handle and the interior utility door handle for proper locking, and if the handles do not lock, re-installing the door handles correctly for the lock to engage. Reports of the interior utility and interior cabin door handles opening without depressing the lock release button prompted the proposed action. The actions specified by the proposed AD are intended to prevent unintentional opening of the interior cabin side door and the interior utility door while in flight, which if not detected and corrected, could result in injury to passengers.

**DATES:** Comments must be received on or before February 21, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-34-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 Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Larry Engler, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4122; facsimile (316) 946-4407.

### 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. 96-CE-34-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. 96-CE-34-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

### Events Leading to the Proposed Action

Reports received from nine owners/operators of Raytheon Models E33, F33, G33, E33A, F33A, E33C, F33C, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, V35TC, V35ATC, V35BTC, 36, A36, A36TC, B36TC, 50, B50, C50, 95-55, 95A55, 95B55, 95C55, D55, E55, 56TC, A56TC, 58, 58TC, 95, B95, B95A, D95A, and E95 airplanes show that the interior side cabin door and utility door may open unintentionally because the door handle's lock release button may not catch due to improper installation. If this problem is not discovered and corrected, a passenger or crew member could lean his/her hand down on the supposedly locked door handle and the door would open without warning.

### Related Service Information

Raytheon has issued Service Bulletin No. 2693, Issued May 1996 which specifies inspecting the airplane's interior side cabin door and utility door handles for locking and proper installation.

### Explanation of the Provision of the Proposed Action

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 unintentional opening of the interior cabin side door and the interior utility door while in flight, which if not detected and corrected, could result in injury to passengers.

Since an unsafe condition has been identified that is likely to exist or develop in other Raytheon Models E33, F33, G33, E33A, F33A, E33C, F33C, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, V35TC, V35ATC, V35BTC, 36, A36, A36TC, B36TC, 50, B50, C50, 95-55, 95A55, 95B55, 95C55, D55, E55, 56TC, A56TC, 58, 58TC, 95, B95, B95A, D95A, and E95 airplanes of the same type design, the proposed AD would require a certified pilot checking the interior side cabin door handle and the utility door handle for correct locking operation of the handle. If the handle opens the door without pushing the handle's lock release button, prior to further flight, the proposed AD would require a licensed airframe mechanic to correct the door lock by removing the handle, and installing the handle so that

the handle lock release button locks the door.

#### Cost Impact

The FAA estimates that 19,000 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 action, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$2,280,000. The FAA has no way to determine the number of owners/operators with affected airplanes who have not inspected or re-installed the door handles.

#### 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 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 USC 106(g), 40113, 44701.

#### **§ 39.13 [Amended]**

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

Raytheon Aircraft Company: Docket No. 96-CE-34-AD.

*Applicability:* Models E33, F33, G33, E33A, F33A, E33C, F33C, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, V35TC, V35ATC, V35BTC, 36, A36, A36TC, B36TC, 50, B50, C50, 95-55, 95A55, 95B55, 95C55, D55, E55, 56TC, A56TC, 58, 58TC, 95, B95, B95A, D95A, and E95 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 request approval for an alternative method of compliance in accordance with paragraph (g) 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 within the next 50 hours time-in-service (TIS) or at the door handle removal, whichever occurs first, after the effective date of this AD, unless already accomplished.

To prevent unintentional opening of the interior cabin side door and the interior utility door while in flight, which if not detected and corrected, could result in injury to passengers or loss of control of the airplane, accomplish the following:

(a) Check the interior side cabin door handle and the utility door handle for correct locking operation of the handle in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Service Bulletin (SB) No. 2693, Issued May, 1996.

(b) The check required in paragraph (a) of this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.11 of the Federal Aviation Regulations (14 CFR 43.11).

(c) If the door handle is locked and will only unlock by depressing the handle door lock release button, then no further action is necessary.

(d) If the handle opens the door without depressing the handle's lock release button, prior to further flight, correct the door lock by removing the handle, and installing the handle so that the handle lock release button locks the door in accordance with the ACCOMPLISHMENT INSTRUCTIONS section in Raytheon SB No. 2693, Issued May, 1996.

(e) The action required in paragraph (d) of this AD must be accomplished by a licensed airframe mechanic.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita Aircraft Certification Office.

(h) All persons affected by this directive may obtain copies of the document referred to herein upon request to Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; 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 December 13, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Office.

[FR Doc. 96-32437 Filed 12-20-96; 8:45 am]

BILLING CODE 4910-13-U

### **14 CFR Part 39**

[Docket No. 95-CE-96-AD]

RIN 2120-AA64

### **Airworthiness Directives; Burkhardt Grob Luft-und Raumfahrt, GmbH Model G 103 Twin Astir Sailplanes**

**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 Grob Luft-und Raumfahrt (Grob) Model G 103 Twin Astir sailplanes. The proposed action would require replacing the airbrake over-center lever and installing new inspection holes. Cracked airbrake over-center levers found during routine inspections prompted the proposed action. The actions specified by the proposed AD are intended to prevent an asymmetrical airbrake deployment causing an uncontrollable roll and possible loss of control of the sailplane.

**DATES:** Comments must be received on or before February 21, 1997.

**ADDRESSES:** Submit comments on the proposal in triplicate to the Federal