

may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on February 27, 1997.

Issued in Renton, Washington, on January 7, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-811 Filed 1-22-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-79-AD; Amendment 39-9890; AD 97-02-06]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F27 Mark 050 and F28 Mark 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F27 Mark 050 and F28 Mark 0100 series airplanes, that requires installation of a bonding cable for the housing of the lavatory pump and filter assembly and the lavatory bowl. This amendment is prompted by a report indicating that the housing of the lavatory pump and filter assembly is not grounded properly. The actions specified by this AD are intended to prevent such improper grounding, which could result in an electrical fire and/or injury to passengers and crewmembers.

DATES: Effective February 27, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 27, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, The Netherlands. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Fokker Model F27 Mark 050 and F28 Mark 0100 series airplanes was published in the Federal Register on October 1, 1996 (61 FR 51255). That action proposed to require installation of a bonding cable for the housing of the lavatory pump and filter assembly and the lavatory bowl.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

The commenter supports the proposed rule.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 48 Model F28 Mark 0100 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 6 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$209 per airplane. Based on these figures, the cost impact of the AD on U.S. operators of Model F28 Mark 0100 series airplanes of U.S. registry is estimated to be \$27,312, or \$569 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Currently, there are no Model F27 Mark 050 series airplanes on the U.S. Register. However, should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 2 work hours to accomplish the proposed actions, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$88 per airplane. Based on these figures, the cost impact of this AD on Model F27 Mark 050 series airplanes would be \$208 per airplane.

Regulatory Impact

The regulations adopted herein will 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 final rule does 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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

97-02-06 Fokker: Amendment 39-9890. Docket 96-NM-79-AD.

Applicability: Model F27 Mark 050 series airplanes, as listed in Fokker Service Bulletin SBF50-25-046, Revision 1, dated August 5, 1994; and Model F28 Mark 0100 series airplanes, as listed in Fokker Service Bulletin SBF100-25-069, dated July 13, 1994, as revised by Service Bulletin Change Notification (SBCN) SBF100-25-069/01, dated February 15, 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 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 (b) 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 improper grounding of the housing of the lavatory pump and filter assembly, which could result in an electrical fire and/or injury to passengers and crewmembers, accomplish the following:

(a) Within 6 months after the effective date of this AD, install a bonding cable for the housing of the lavatory pump and filter assembly and the lavatory bowl in

accordance with Fokker Service Bulletin SBF50-25-046, Revision 1, dated August 5, 1994 (for Model F27 Mark 050 series airplanes); and Service Bulletin SBF100-25-069, dated July 13, 1994, as revised by Service Bulletin Change Notification (SBCN) SBF100-25-069/01, dated February 15, 1995 (for Model F28 Mark 0100 series airplanes); as applicable.

(b) 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, 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.

(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) The installation shall be done in accordance with Fokker Service Bulletin SBF50-25-046, Revision 1, dated August 5, 1994; and Fokker Service Bulletin SBF100-25-069, dated July 13, 1994, as revised by Service Bulletin Change Notification (SBCN) SBF100-25-069/01, dated February 15, 1995; as applicable. Fokker Service Bulletin SBF50-25-046, Revision 1, dated August 5, 1994, contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1	1	August 5, 1994.
2-3	Original	August 1, 1994.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, The Netherlands. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on February 27, 1997.

Issued in Renton, Washington, on January 8, 1997.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-882 Filed 1-22-97; 8:45 am]

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14 CFR Part 39

[Docket No. 96-NM-243-AD; Amendment 39-9889; AD 97-02-05]

RIN 2120-AA64

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Jetstream Model 4101 airplanes, that currently requires,

among other things, replacing certain yaw damper servos in the autopilot system, or rendering the servo inoperative. The actions specified by that AD are intended to prevent overheat failure of the Flight Control Computer (FCC), which could result in smoke in the flight deck that could inhibit the ability of the flightcrew to safely operate and land the airplane. This new amendment requires installation of circuit breakers on the avionics relay panel, which, when accomplished, constitutes terminating action for the previous requirements of the AD.

DATES: Effective February 27, 1997.

The incorporation by reference of Jetstream Service Bulletin J41-22-006, dated July 1, 1996, as listed in the regulations, is approved by the Director of the Federal Register as of February 27, 1997.

The incorporation by reference of Jetstream Alert Service Bulletin J41-22-005, dated July 1, 1996, as listed in the regulations, was approved previously by the Director of the Federal Register as of October 1, 1996 (61 FR 48614, September 16, 1996).

ADDRESSES: The service information referenced in this AD may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 96-19-06, amendment 39-9754 (61 FR 48614, September 16, 1996), which is applicable to certain Jetstream Model 4101 airplanes, was published in the Federal Register on October 23, 1996 (61 FR 54967). The action proposed to supersede AD 96-19-06 to continue to require the actions currently specified in that AD:

1. A one-time inspection of the airplane records to determine:
 - the serial number,
 - the total number of hours time-in-service accumulated,
 - the date of installation of the yaw damper servo in the autopilot system; and
 - the date of installation of a particular kit, if installed.

2. Removal and replacement of certain yaw damper servos, or rendering the yaw damper servo inoperative.

The action also proposed to add a requirement to install circuit breakers on the avionics relay panel. When accomplished, this installation would constitute terminating action for the previous requirements of the AD.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No