

(a) Within 30 days after the effective date of this AD, verify the serial number of all lock jack assemblies, part number 104275001, of the MLG.

Note 2: Verification may be accomplished by a review of appropriate records.

(1) If no lock jack assembly has a serial number as listed in British Aerospace Inspection Service Bulletin SB 32-103, Revision 1, dated February 22, 1991, no further action is required by this paragraph.

(2) If any lock jack assembly has a serial number as listed in British Aerospace Inspection Service Bulletin SB 32-103, Revision 1, dated February 22, 1991, prior to further flight, perform a visual inspection to detect any leakage of hydraulic fluid from the lock jack assembly, in accordance with the service bulletin.

(i) If no leakage of hydraulic fluid is detected, thereafter, repeat the inspection at intervals not to exceed 30 days, until the requirements of paragraph (b) of this AD are accomplished.

(ii) If any leakage of hydraulic fluid is detected, prior to further flight, replace the lock jack assembly with a new or serviceable unit that does not have one of those serial numbers, in accordance with the service bulletin.

(b) Within 6 months after the effective date of this AD, replace any lock jack assembly having a serial number listed in British Aerospace Inspection Service Bulletin SB 32-103, Revision 1, dated February 22, 1991, with a new or serviceable assembly that does not have one of those serial numbers, in accordance with the service bulletin.

(c) As of the effective date of this AD, no person shall install a lock jack assembly, having any serial number listed in British Aerospace Inspection Service Bulletin SB 32-103, Revision 1, dated February 22, 1991, on any airplane.

(d) 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.

(e) 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.

(f) The inspections and replacements shall be done in accordance with British Aerospace Inspection Service Bulletin SB 32-103, Revision 1, dated February 22, 1991, which contains the specified list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 2, Appendix A1, Page 1-3.	1	Feb. 22, 1991.
3, Appendix A1, Page 4.	Original	June 15, 1990.

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 British Aerospace Holding, Inc., Avro International Aerospace Division, P.O. Box 16039, Dulles International Airport, Washington, DC 20041-6039. 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.

(g) This amendment becomes effective on March 31, 1997.

Issued in Renton, Washington, on February 13, 1997.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
 [FR Doc. 97-4200 Filed 2-21-97; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-142-AD; Amendment 39-9943; AD 97-04-18]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes, that requires repetitive x-ray inspections to detect cracks in stringers 4 through 7 of the lower skin of the wings, and modification or repair, if necessary. This amendment also requires modification of the stringers of the lower skin of the wings, which terminates the repetitive inspections. This amendment is prompted by reports of fatigue cracking found in stringers 4 through 7 of the lower skin of the wings. The actions specified by this AD are intended to prevent such fatigue cracking, which could result in reduced structural integrity of the wings.

DATES: Effective March 31, 1997.

The incorporation by reference of certain publications listed in the

regulations is approved by the Director of the Federal Register as of March 31, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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 Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes was published in the Federal Register on August 6, 1996 (61 FR 40760). That action proposed to require repetitive x-ray inspections to detect cracks of stringers 4 through 7, inclusive, at certain wing stations of the lower skin of the wings; and modification or repair, if necessary. That action also proposed to require modification of certain stringers of the lower skin of the wings, which, when accomplished, would constitute terminating action for the repetitive inspection requirements.

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

Support for the Proposal

One commenter supports the proposed AD.

Request to Extend Proposed Compliance Time

One commenter requests that the proposal be revised to extend the compliance time for the initial x-ray inspection (Part 2 of the Fokker Service Bulletin F27/57-70) and the terminating modification (Part 1 of the Fokker service bulletin) to the next regularly scheduled "C" check. This commenter states that the 12-month compliance time for the inspection creates unnecessary burdens both economically and operationally. However, since the downtime for accomplishing the terminating action

would be a minimum of 6 days (dictated by the number of maintenance personnel who can work on this area at one time), the commenter considers that it would be more feasible to allow both the inspection and terminating action to be accomplished during that one time. A convenient time for this to take place would be during a "C" check inspection or equivalent.

The FAA acknowledges this commenter's request, but finds that clarification of the intent of the compliance time is necessary, based on the commenter's apparent misinterpretation of it.

Paragraph (a) of the AD is meant to require that the initial inspection be performed at the later of either:

—paragraph (a)(1)—prior to the accumulation of 30,000 total flight cycles; or

—paragraph (a)(2)—within 2,000 flight cycles or 12 months after the effective date of the AD, whichever is earlier.

The 2,000-cycle/12-month compliance time provided by paragraph (a)(2) is meant to serve as a "grace period" if an affected airplane has already accumulated nearly or more than 30,000 total flight cycles. This grace period provision eliminates the situation where an airplane having over 30,000 flight cycles would be in immediate non-compliance with the AD. For those airplanes then, the inspection must be accomplished either within 2,000 flight cycles after the effective date of the AD or within 12-months after the effective date, whichever occurs first.

As for the terminating modification, paragraph (d) requires that it be installed on all airplanes prior to the accumulation of 30,000 total flight cycles, or within 30 months after the effective date of this AD, whichever occurs later. Again, this paragraph provides a grace period of 30 months for airplanes that are nearly approaching or have exceeded 30,000 total flight cycles.

In looking at the AD as a whole, operators should note that the inspection specified in paragraph (a) actually is meant to be an "optional" interim action that can be accomplished on higher-time airplanes prior to accomplishing the terminating modification, if time and schedules dictate. For example, a higher time airplane meeting the utilization criteria relevant to paragraph (a)(2) could be initially inspected within 12 months and, if no cracking was found during any inspection, need not be modified in accordance with paragraph (d) for another 18 months (totaling 30 months after the effective date of the AD). On

the other hand, that airplane instead could be modified prior to the 12-month period and, therefore, need not be inspected in accordance with paragraph (a) at all.

For very low-time airplanes, as long as the terminating modification is accomplished prior to the accumulation of 30,000 flight cycles, the inspection specified in paragraph (a) need not be performed.

In light of this explanation, the FAA does not consider that any change to the compliance times, based on the commenters request, is necessary.

Further, the FAA does not concur with the commenter's suggestion to state compliance times in terms of maintenance checks (i.e., "C" checks), since the intervals for those checks may vary greatly from operator to operator. Based on the data available concerning fatigue cracking in the subject areas, the FAA finds that the compliance time intervals, as proposed, are appropriate. Under the provisions of paragraph (e) of this final rule, however, operators may request approval of adjustments of the compliance time, provided that sufficient data are presented to the FAA to justify the request.

Conclusion

After careful review of the available data, including the comments 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 34 Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes of U.S. registry will be affected by this AD.

It will take approximately 16 work hours per airplane to accomplish the required inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be \$32,640, or \$960 per airplane, per inspection cycle.

It will take approximately 400 work hours per airplane to accomplish the required modification, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$1,365 per airplane. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be \$862,410, or \$25,365 per airplane.

The cost impact figure discussed above is 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.

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:

97-04-18 Fokker: Amendment 39-9943.

Docket 96-NM-142-AD.

Applicability: All Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes; 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 (e) 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 fatigue-related cracking of stringers of the lower skin of the wings, which could result in reduced structural integrity of the wing, accomplish the following:

(a) Perform an x-ray inspection to detect cracks in stringers 4 through 7, inclusive, at wing stations 11260, 11860, 12660, and 13460 of the lower skin of the wings, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin F27/57-70, May 17, 1993, at the later of the times specified in paragraphs (a)(1) and (a)(2) of this AD.

(1) Prior to the accumulation of 30,000 total flight cycles; or

(2) Within the next 2,000 flight cycles, or within 12 months after the effective date of this AD, whichever occurs first.

(b) If no crack is detected during any inspection required by paragraph (a) of this AD, repeat the inspection thereafter at intervals not to exceed 4,000 flight cycles.

(c) If any crack is detected during any inspection required by this AD, prior to further flight, accomplish either paragraph (c)(1) or (c)(2) of this AD.

(1) Modify the stringers 4 through 7, inclusive, at wing stations 11260, 11860, 12660, and 13460 of the lower skin of the wings, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin F27/57-70, dated May 17, 1993. After accomplishment of the modification, no further action is required by this AD.

(2) Repair the crack in accordance with Part 3 of the Accomplishment Instructions of Fokker Service Bulletin F27/57-70, dated May 17, 1993. Within the next 2,000 flight cycles or 1 year following accomplishment of the repair, whichever occurs first, modify the stringers 4 through 7, inclusive, at wing stations 11260, 11860, 12660, and 13460 of the lower skin of the wings, in accordance with Part 1 of the Accomplishment Instructions of the service bulletin. After accomplishment of the modification, no further action is required by this AD.

(d) Prior to the accumulation of 30,000 flight cycles, or within 30 months after the effective date of this AD, whichever occurs later, modify the stringers 4 through 7, inclusive, at wing stations 11260, 11860, 12660, and 13460 of the lower skin of the wings, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin F27/57-70, dated May 17, 1993. Accomplishment of the modification constitutes terminating action for the requirements of this AD.

(e) 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.

(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) The actions shall be done in accordance with Fokker Service Bulletin F27/57-70, dated May 17, 1993. 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 Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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.

(h) This amendment becomes effective on March 31, 1997.

Issued in Renton, Washington, on February 13, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-4199 Filed 2-21-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-236-AD; Amendment 39-9944; AD 97-04-19]

RIN 2120-AA64

Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Saab Model SAAB 2000 series airplanes, that requires a visual inspection to determine if rudder disconnection has occurred, and replacement of the disconnect unit with a new disconnect unit, if necessary. This amendment is prompted by reports that, due to the existing design, the disconnect unit of the rudder disconnect system inadvertently opened on some airplanes. The actions specified by this AD are intended to prevent the disconnect unit from opening inadvertently, which could lead to inadequate rudder control, if the engine fails during take-off or go-around and if the airplane is at low speed.

DATES: Effective March 31, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 31, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from SAAB Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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 Saab Model SAAB 2000 series airplanes was published in the Federal Register on December 12, 1996 (61 FR 65369). That action proposed to require a visual inspection to determine if rudder disconnection has occurred, and, if so, the immediate replacement of the disconnect unit with a new unit.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

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 3 Saab Model SAAB 2000 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 7 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will be provided by the manufacturer at no cost to operators. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$1,260, or \$420 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish