

the requirement of AD 67-04-01 to repeat the inspection at intervals of 6 months. Paragraph (b)(2) permits the reinspection interval to be extended to 18 months once the specified protective paint system is installed.

(1) As a result of the inspection required by paragraph (a) of this AD:

(i) If no corrosion is detected, repeat the inspection thereafter at intervals not to exceed 6 months (26 weeks) until the actions specified in paragraph (b)(2) of this AD are accomplished.

(ii) If any corrosion is detected, prior to further flight, either repair the corroded part with an FAA-approved repair; or replace the corroded part with a new or serviceable part of the same part number; or replace the corroded part with a part approved by the FAA. Thereafter, continue to perform the inspection at intervals not to exceed 6 months (26 weeks) until paragraph (b)(2) of this AD is accomplished.

(2) Within 12 months after the effective date of this AD, install the protective paint system in accordance with Grumman Gulfstream I Aircraft Service Change No. 190, dated June 28, 1971. After installation, continue to perform the inspection required by this paragraph at intervals not to exceed 18 months.

(c) For airplanes on which a protective paint system *has been* installed previously in accordance with Grumman Gulfstream I Aircraft Service Change No. 190, dated June 28, 1971: Accomplish paragraphs (c)(1) and (c)(2) of this AD. As of the effective date of this AD, the inspections required by this paragraph shall be accomplished in accordance with Grumman Gulfstream I Aircraft Service Change No. 190, dated June 28, 1971.

Note 6: The repeated inspection referred to in this paragraph is the same inspection previously required by AD 67-04-01. Paragraph (c)(1) of this AD merely restates the requirement of AD 67-04-01 to repeat the inspection at intervals of 12 months. Paragraph (c)(2) permits the reinspection interval to be extended to 18 months.

(1) As a result of the inspection required by paragraph (a) of this AD:

(i) If no corrosion is detected, repeat the inspection thereafter at intervals not to exceed 12 months until paragraph (c)(2) of this AD is accomplished.

(ii) If any corrosion is detected, prior to further flight, either repair the corroded part with an FAA-approved repair; or replace the corroded part with a new or serviceable part of the same part number; or replace the corroded part with a part approved by the FAA. Thereafter, continue to perform the inspection at intervals not to exceed 12 months until paragraph (c)(2) of this AD is accomplished.

(2) Within 18 months since the last inspection accomplished in accordance with paragraph (c)(1) of this AD (i.e., the last inspection accomplished in accordance with AD 67-04-01), repeat the inspection specified in paragraph (c)(1) of this AD.

(i) If no corrosion is detected, repeat the inspection thereafter at intervals not to exceed 18 months.

(ii) If any corrosion is detected, prior to further flight, repair in accordance with the

service change. After repair, continue to perform the inspection at intervals not to exceed 18 months.

(d)(1) 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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 67-04-01, amendment 39-1234, are approved as alternative methods of compliance with this AD.

Note 7: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(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. Issued in Renton, Washington, on February 27, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 97-NM-19-AD]

RIN 2120-AA64

Airworthiness Directives; Gulfstream Aerospace Corporation Model G-159 (G-I) 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 Gulfstream Model G-159 (G-I) airplanes, that currently requires repetitive inspections to detect chafe wear on the upper diagonal engine mount tube, and replacement or repair, if necessary. This action would require the installation of chafe guards at the engine mounts, which would terminate the currently required inspections. It also would require that the chafe guards then be repetitively inspected for chafe wear. This proposal is prompted by the development of a modification that will provide better protection of the subject area against future chafe wear. The actions specified by the proposed AD are intended to prevent excessive chafe wear in the area of the upper diagonal engine mount tubes and trusses; if not

detected and corrected, such wear could result in failure of the engine mount assembly and possible separation of the engine from the airplane.

DATES: Comments must be received by April 14, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-19-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 Gulfstream Aerospace Corporation, Technical Operations Department, P.O. Box 2206, M/S D-10, Savannah, Georgia 31402-2206. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Christina Marsh, Aerospace Engineer, Airframe and Propulsion Branch, ACE-117A, FAA Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7362; fax (404) 305-7348.

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 97-NM-19-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. 97-NM-19-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

In 1967, the FAA issued AD 67-17-05, amendment 39-511 (32 FR 7248, May 16, 1967), applicable to certain Gulfstream Model G-159 airplanes, to require repetitive visual inspections to detect chafe wear on the upper diagonal engine mount tubes, part number (P/N) 159W10172-11 (left engine) and P/N 159W10172-13 (right engine). Depending upon the depth of wear found during any inspection, the AD requires that the tube(s) either be replaced or repaired, and the repetitive visual inspections continued thereafter at intervals of 200 hours time-in-service.

That AD also provides for optional terminating action for these visual inspections, which consists of installing a chafe guard (P/N 159WP10017-11) on each of the upper diagonal trusses. If an operator elects to install these chafe guards, the AD requires that the chafe guards be repetitively inspected to detect wear thereafter at intervals of 2,500 hours time-in-service.

That action was prompted by reports of excessive chafe wear found on the engine mount tubes on some airplanes. The chafe wear was determined to be caused by the tube coming into contact with the engine exhaust tail pipe blanket. The requirements of that AD are intended to detect and correct chafe wear of the engine mount tube; if such wear is left unchecked, it could result in the failure of the engine mount assembly and possible separation of the engine from the airplane.

Actions Since Issuance of Previous Rule

As part of its on-going program to address issues relevant to the continued operational safety of the aging transport fleet, the FAA, along with Gulfstream Aerospace Corporation and several U.S. and non-U.S. operators of the affected airplanes, agreed to undertake the task of identifying and implementing procedures to ensure the continuing structural airworthiness of aging commuter class airplanes. This group recently reviewed selected customer bulletins and aircraft service changes, applicable to Gulfstream Model G-159

airplanes, to be recommended for mandatory rulemaking action to ensure the continued operational safety of these airplanes.

Explanation of Relevant Service Information

The group reviewed and recommended Grumman Gulfstream I Aircraft Service Change No. 180, dated October 17, 1966, for mandatory regulatory action. That service change describes procedures for a one-time initial inspection to detect chafe wear of the upper diagonal trusses [P/N 159W10172-5 (left-hand nacelle) and P/N 159W10172-7 (right-hand nacelle), and replacement of worn parts, if necessary.

The service change also describes procedures for installing chafe guards [part number 159WP10017-11] after the inspection of the trusses is accomplished. The chafe guards are intended to provide better protection of the subject area against future chafe wear. Once these chafe guards are installed, the service change recommends that an inspection of the chafe guards be conducted thereafter at intervals of 2,500 hours time-in-service.

(The installation of the chafe guards and continuing inspections, as described in this service change, are the same actions that were provided as optional terminating action for the visual inspections of the engine mount tubes in AD 67-17-05.)

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 67-17-05. It would continue to require the repetitive visual inspections to detect chafe wear of the engine mount tube, and repair or replacement of the tube(s), if necessary. These inspections would be required to continue until (1) a one-time inspection is performed to detect chafe wear of the upper diagonal truss, and (2) chafe guards are installed. (Once the chafe guards are installed, the previously required visual inspections of the engine mount tubes would be terminated.) The proposed AD also would require that, after the chafe guards are installed, an inspection of the chafe guards be conducted at intervals of 2,500 hours time-in-service. These actions would be required to be accomplished in accordance with the aircraft service change described previously.

Cost Impact

There are approximately 146 Gulfstream Model G-159 airplanes of the affected design in the worldwide fleet. The FAA estimates that 72 airplanes of U.S. registry would be affected by this proposed AD.

The actions that are currently required by AD 67-17-05 take approximately 4 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$17,280, or \$240 per airplane, per inspection.

The installation of the chafe guards that is proposed in this AD action would take approximately 40 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$152 per airplane. Based on these figures, the cost impact of the proposed requirements of this AD on U.S. operators is estimated to be \$183,744, or \$2,552 per airplane.

The inspections of the chafe guards that are proposed in this AD action would take approximately 4 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$17,280, or \$240 per airplane, per inspection.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed 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 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-511 (32 FR 7248, May 16, 1967), and by adding a new airworthiness directive (AD), to read as follows:

Gulfstream Aerospace Corporation (formerly Grumman): Docket 97-NM-19-AD. Supersedes AD 67-17-05, Amendment 39-511.

Applicability: All Model G-159 (G-I) 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 (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 excessive chafe wear of the engine mount tube and upper diagonal truss, which could lead to failure of the engine mount assembly and possible separation of the engine from the airplane, accomplish the following:

(a) For airplanes on which chafe guards, P/N 159WP10017-11, have not been installed on each upper diagonal truss prior to the effective date of this AD: Accomplish paragraphs (a)(1), (a)(2), and (a)(3) of this AD:

(1) *Restatement of Requirements of AD 67-17-05:* Within 100 hours time-in-service after May 16, 1967 (the effective date of AD 67-

17-05, amendment 39-411), visually inspect to detect chafe wear of the lower half of the upper diagonal engine mount tubes having part number (P/N) 159W10172-11 (left engine) and P/N 159W10172-13 (right engine).

(i) If no chafe wear is detected: Repeat this inspection thereafter at intervals not to exceed 200 hours time-in-service until the requirements of paragraph (a)(2) are accomplished.

(ii) If any tube is found to have wear depth greater than 0.030 inch (as measured from the outer edge of the tube): Prior to further flight, replace the tube with a tube of the same part number or with an FAA-approved equivalent part. After replacement, repeat the inspection required by this paragraph at intervals not to exceed 200 hours time-in-service until the requirements of paragraph (a)(2) are accomplished.

(iii) If any tube is found to have wear depth of 0.030 inch deep or less, as measured from the outer edge of the tube: Prior to further flight, either repair the tube in accordance with an FAA-approved repair, or replace the tube with a part of the same part number or with an FAA-approved equivalent part. After repair or replacement, repeat the inspection required by this paragraph at intervals not to exceed 200 hours time-in-service until the requirements of paragraph (a)(2) are accomplished.

(2) One-Time Inspection of Upper Diagonal Truss and Installation of Chafe Guards.

Within 600 hours time-in-service after the effective date of this AD, perform a one-time visual inspection to detect chafe wear of the left-hand and right-hand upper diagonal truss, P/N's 159W10172-5 (left-hand nacelle) and P/N 159W10172-7 (right-hand nacelle), in accordance with Grumman Gulfstream Service Change No. 180, dated October 17, 1966. Once this inspection is completed, the repetitive inspections required by paragraph (a)(1) of this AD may be terminated.

(i) If there is no evidence of chafe wear on the truss; or if there is evidence of chafe wear and the depth of wear is .030 inch or less (measured from the surface of the tube): Prior to further flight, install a chafe guard, P/N 159WP10017-11, on the truss.

(ii) If there is any evidence of chafe wear and the depth of wear exceeds .030 inch measured (from the surface of the tube): Prior to further flight, install a new upper diagonal truss and install a chafe guard, P/N 159WP10017-11, on the truss.

(3) *Continuing Inspections of Chafe Guards.* Within 2,500 hours time-in-service after installation of the chafe guards required by paragraph (a)(2) of this AD, perform an inspection of the undersurface of each chafe guard for evidence of chafe wear, in accordance with Grumman Gulfstream Service Change No. 180, dated October 17, 1966.

(i) If no chafe wear is detected: Repeat the inspection at intervals not to exceed 2,500 hours time-in-service.

(ii) If any chafe wear is detected: Prior to further flight, replace the chafe guard with a new or serviceable part. After replacement, repeat the inspection for chafe wear of the chafe guard thereafter at intervals not to exceed 2,500 hours time-in-service.

(b) For airplanes on which chafe guards, P/N 159WP10017-11, have been installed on each upper diagonal truss prior to the effective date of this AD: Within 2,500 hours time-in-service after the last inspection of the chafe guard required by paragraph (c) of AD 67-17-05, repeat that inspection to detect chafe wear of the chafe guards in accordance with Grumman Gulfstream Service Change No. 180, dated October 17, 1966.

(1) If no chafe wear is detected: Repeat the inspection thereafter at intervals not to exceed 2,500 hours time-in-service.

(2) If any chafe wear is detected: Prior to further flight, replace the chafe guard with a new or serviceable part. After replacement, repeat the inspection thereafter at intervals not to exceed 2,500 hour time-in-service.

(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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

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

(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 27, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 97-NM-16-AD]

RIN 2120-AA64

Airworthiness Directives; Gulfstream Aerospace Corporation Model G-159 (G-I) 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 Gulfstream Model G-159 (G-I) airplanes, that currently requires modification and repetitive inspections for cracks in the main landing gear (MLG) retract cylinder attachment fittings. This action would require the installation of improved attachment fittings which, when accomplished,