flight control systems might be susceptible to 3 Hz. square wave modulation while the video signals for CRT displays may be susceptible to 400 Hz sinusoidal modulation. If the worst case modulation is unknown or cannot be determined, default modulations can be used. Suggested default values are 1 KHz sine wave with 80% depth of modulation in the frequency range from 10 KHz to 400 MHz and 1 KHz square wave with greater than 90% depth of modulation from 400 MHz to 18 GHz. For frequencies where the unmodulated signal caused deviations from normal operation of the EUT, several different modulating signals with various wave-forms and frequencies should be applied. Modern laboratory equipment may not be able to continuously scan the spectrum in the manner of analog equipment. These units will only generate discrete frequencies. For such equipment, the number of test points and the dwell time at each test point must be specified. For each decade of the frequency test spectrum (a ten times increase in frequency i.e. 10 Kz to 100 KHz) there should be at least 25 test points, and for the decades from 10 MHz to 100 MHz, and 100 MHz to 1 GHz there should be a minimum of 180 test points each. The dwell time at each test point should be at least 0.5 second.

(6) *Data Submittal:* An accomplishment report should be submitted to the Aviation Register showing fulfillment of the HIRF energy protection requirements. This report should contain test results, analysis and other pertinent data.

(7) *Maintenance Requirements:* The applicant (manufacturer) must provide maintenance requirements to assure the continued airworthiness of the installed system(s).

Issued in Renton, Washington, on March 18, 1997.

Ronald T. Wojnar,

Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM–100.

[FR Doc. 97–9143 Filed 4–8–97; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–CE–15–AD]

RIN 2120–AA64

Airworthiness Directives; SOCATA-Groupe AEROSPATIALE Model TBM 700 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 certain SOCATA-Groupe AEROSPATIALE (Socata) Model TBM 700 airplanes that do not have MOD 70–065–32 incorporated. This proposed AD would require removing the MLG inboard doors and the door locking control mechanism (MOD 70–065–32). This AD is the result of an incident on one of the affected airplanes where the MLG inboard door locking hooks (hinges) corroded, caused the doors to jam, and prevented the MLG from extending. Analysis has shown that removing the MLG inboard doors will not cause any airplane safety or performance problems. The actions specified by the proposed AD are intended to prevent failure of the MLG to extend because of corroded MLG inboard locking hinges, which could result in loss of control of the airplane during landing operations.

DATES: Comments must be received on or before June 6, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97–CE–15–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 the SOCATA-Groupe AEROSPATIALE, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; telephone 62.41.74.26; facsimile 62.41.74.32; or the Product Support Manager, U.S. AEROSPATIALE, 2701 Forum Drive, Grand Prairie, Texas 75053; telephone (214) 641–3614; facsimile (214) 641–3527. This information also may be examined at the Rules Docket at the address below.

FOR FURTHER INFORMATION CONTACT: Mr. William J. Timberlake, Program Officer, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B–1000 Brussels, Belgium; telephone (32 2) 513.38.30; facsimile (32 2) 230.68.99; or Mr. Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut Street, suite 900, Kansas City, Missouri 64106; telephone (816) 426–6934; facsimile (816) 426–2169.

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. 97–CE–15–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. 97–CE–15–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Socata Model TBM 700 airplanes. The DGAC

reports incidents where the MLG inboard door locking hooks (hinges) corroded, caused the doors to jam, and prevented the MLG from extending. These hinges are exposed to slush/debris while landing in certain runway environments. This slush/debris can lead to corrosion in this area or interfere with the ability to extend the MLG. These conditions, if not detected and corrected, could result in loss of control of the airplane during landing operations.

Analysis submitted to the FAA reveals that removing the MLG inboard doors on these Socata Model TBM 700 airplanes will not cause any safety or performance problems.

Relevant Service Information

Socata has issued Service Bulletin (SB) 70–073, Amdt. 1, dated June 1996, which specifies removing the MLG inboard doors and the door locking control mechanism (MOD 70–065–32) on Socata Model TBM 700 airplanes. Socata has also issued Technical Instruction of Modification OPT70 KO59–32, dated December 1995, which includes procedures for incorporating MOD 70–065–32 on the affected airplanes.

The DGAC classified the above-referenced service information as mandatory and issued DGAC AD No. 96–037(B)R1, dated July 17, 1996, in order to assure the continued airworthiness of these airplanes in France.

The FAA's Determination

This airplane model is manufactured in France 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. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC; reviewed all available information, including the service information referenced above; and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Socata Model TBM 700 airplanes of the same type design that are registered in the United States and do not have MOD 70–065–32 incorporated, the FAA is proposing AD action. The proposed AD would require removing the MLG inboard doors and the door locking control mechanism (MOD 70–065–32). Accomplishment of the proposed actions would be in accordance with the Technical Instruction of Modification OPT70 KO59–32, dated December 1995, as referenced in Socata SB Socata 70–073, Amdt. 1, dated June 1996.

Compliance Time of the Proposed AD

The unsafe condition specified in this proposed AD develops primarily because of slush/debris accumulating in the MLG inboard doors area while landing in certain runway environments. An airplane previously operated in these conditions could have already-developed corrosion, regardless of future airplane operation. For this reason, the FAA has determined that the compliance time of the proposed AD should be specified in both hours time-in-service (TIS) and calendar time (whichever occurs first), in order to assure that corrosion is not allowed to go undetected over time.

Cost Impact

The FAA estimates that 47 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 3 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately $60 an hour. Socata will provide parts at no cost to the owners/operators of the affected airplanes. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $8,460. This figure is based on the presumption that no owner/operator of the affected airplanes has accomplished the proposed actions.

Socata has informed the FAA that parts have been distributed to equip approximately 30 of the affected airplanes. Presuming that each set of parts is incorporated on an affected airplane, the cost impact upon U.S. airplane owners/operators would be reduced by $5,400 from $8,460 to $3,060.

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:

Socata-Groupe Aerospatiale: Docket No. 97–CE–15–AD.

Applicability: Model TBM 700 airplanes (serial numbers 1 through 109), certificated in any category, that do not have the main landing gear (MLG) inboard doors and the door locking control mechanism removed (MOD 70–065–32) in accordance with the Technical Instruction of Modification OPT70 KO59–32, dated December 1995, as referenced in Socata SB Socata 70–073, Amdt. 1, dated June 1996.

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 (d) 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 100 hours time-in-service after the effective date of this AD or within the next 6 calendar months after the effective date of this AD, whichever occurs first, unless already accomplished.

To prevent failure of the MLG to extend because of corroded MLG inboard locking hinges, which could result in loss of control of the airplane during landing operations, accomplish the following:

(a) Remove the MLG inboard doors and the door locking control mechanism (MOD 70–065–32) in accordance with the Technical Instruction of Modification OPT70 KO59–32, dated December 1995, as referenced in Socata SB Socata 70–073, Amdt. 1, dated June 1996.

(b) As of the effective date of this AD, no person may remove MOD 70–065–32 on any affected airplane, by reinstalling the MLG inboard doors and the door locking control mechanism.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B–1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Division.

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

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to the SOCATA Groupe AEROSPATIALE, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; or the Product Support Manager, U.S. AEROSPATIALE, 2701 Forum Drive, Grand Prairie, Texas 75053; 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 April 2, 1997.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–8995 Filed 4–8–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–130–AD]

RIN 2120–AA64

Airworthiness Directives; Saab Model SAAB SF340A and SAAB 340B Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of an existing airworthiness directive (AD), applicable to certain Saab Model SAAB SF340A and SAAB 340B series airplanes, that currently requires inspections to detect improper connections of the wire harness installation to the cartridges of the fire extinguishers in the engine nacelles, correction of any discrepancy, and modification of the wiring. This action would add a revised modification of that wiring, which, if accomplished, would terminate the inspections currently required by the existing AD. This proposal is prompted by reports indicating that, due to the removal of a certain clamp during maintenance, these fire extinguisher cartridges still could be connected incorrectly after the modification required by the existing AD has been accomplished. The actions specified by the proposed AD are intended to prevent incorrect wiring of these cartridges, which would result in inability of the fire extinguishers to jointly discharge extinguishing agent into a nacelle in the event of an engine fire.

DATES: Comments must be received by May 19, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–130–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 SAAB Aircraft AB, SAAB Aircraft Product Support, S–581.88, Linköping, Sweden. 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 96–NM–130–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. 96–NM–130–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On January 26, 1994, the FAA issued AD 94–03–06, amendment 39–8813 (59 FR 4575, February 1, 1994), applicable to certain Saab Model SAAB SF340A and SAAB 340B series airplanes, to require repetitive inspections to detect improper connections of the harness installation to the cartridges of the fire extinguishers in the engine nacelles. If an improper connection is found, the AD requires that it be corrected. This inspection is to be accomplished on all airplanes immediately after any maintenance action that requires