California 90172. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

(e) The inspections required by this AD shall be done in accordance with Nomad Service Bulletin NMD–53–6, dated October 21, 1986. 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 Aerospace Technologies of Australia Pty Ltd., ASTA DEFENCE, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment (39–10041) becomes effective on July 11, 1997.

Issued in Kansas City, Missouri, on May 22, 1997.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–14077 Filed 5–28–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–CE–34–AD; Amendment 39–10042; AD 97–11–13]

RIN 2120–AA64

Airworthiness Directives; Fairchild Aircraft SA226 and SA227 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Fairchild Aircraft SA226 and SA227 series airplanes. This AD requires modifying the electrical power generation system. The AD results from reports of both generators going off-line during flight on three of the affected airplanes. The actions specified by this AD are intended to prevent failure of both generators during critical phases of flight (such as night operation or while in icing conditions), which could result in loss of control of the airplane.

DATES: Effective July 11, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 11, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from Field Support Engineering, Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279–0490; telephone (210) 824–9421; facsimile (210) 820–8609. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–34–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ms. Ingrid D. Knox, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150; telephone (817) 222–5190; facsimile (817) 222–5960.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Fairchild Aircraft SA226 and SA227 series airplanes was published in the Federal Register as a notice of proposed rulemaking (NPRM) on November 4, 1996 (61 FR 56642). The NPRM proposed to require modifying the electrical power generation system. Accomplishment of the proposed modifications as specified in the NPRM would be in accordance with the following service bulletins, as applicable:

—Fairchild Service Bulletin (SB) 226–24–027, Issued: May 19, 1988, Revised: February 22, 1989;
—Fairchild SB 227–24–008, Issued: March 18, 1988, Revised: February 22, 1989;
—Fairchild SB 226–24–023, Issued: October 25, 1985, Revised: January 23, 1989;
—Fairchild SB 227–24–005, Issued: October 25, 1985, Revised: January 23, 1989;
—Fairchild SB 226–24–026, Issued: May 27, 1987;
—Fairchild SB 24–018, Issued: October 22, 1980, Revised: January 7, 1981;
—Fairchild SB 226–24–031, dated July 27, 1989;
—Fairchild SB 227–24–012, Issued: May 4, 1989, Revised: July 27, 1989.

The NPRM resulted from reports of both generators going off-line during flight on three of the affected airplanes.

Interested persons have been afforded an opportunity to participate in the making of this AD. One comment was received in support of the proposed AD and no comments were received regarding the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 34 SA226 series airplanes and 206 SA227 series airplanes in the U.S. registry will be affected by this AD, that it will take approximately 80 workhours per SA226 series airplane and 50 workhours per SA227 series airplane to accomplish the required action, and that the average labor rate is approximately $60 an hour. Parts cost approximately $12,400 for SA226 series airplanes and $6,000 for SA227 series airplanes. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $584,800 for SA226 series airplane operators (or $17,200 per airplane) and $1,854,000 for SA227 series airplane operators (or $9,000 per airplane). This figure is based on the presumption that no owner/operator of the affected airplanes has accomplished the required modifications. Fairchild Aircraft has informed the FAA that no parts have been distributed to any affected airplane owner/operator.

This AD allows 2,000 hours time-in-service (TIS) after the effective date of the AD before mandatory accomplishment of the design modifications. The average utilization of the fleet for those airplanes in commercial commuter service is approximately 25 to 50 hours TIS per week. Based on these figures, operators of commuter-class airplanes involved in commercial operation will have to accomplish the required modification within 24 to 48 calendar months after the effective date of the AD. For private owners, who typically operate between 100 to 200 hours TIS per year, this allows 24 to 48 years before the required modification will be mandatory.

Regulatory Flexibility Determination and Analysis

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to

ensure that small entities are not unnecessarily or disproportionally burdened by government regulations. The RFA requires government agencies to determine whether rules could have a ''significant economic impact on a substantial number of small entities,'' and, in cases where they could, conduct a Regulatory Flexibility Analysis in which alternatives to the rule are considered. FAA Order 2100.14A, Regulatory Flexibility Criteria and Guidance, outlines FAA procedures and criteria for complying with the RFA. Small entities are defined as small businesses and small not-for-profit organizations that are independently owned and operated or airports operated by small governmental jurisdictions. A ''substantial number'' is defined as a number that is not less than 11 and that is more than one-third of the small entities subject to a proposed rule, or any number of small entities judged to be substantial by the rulemaking official. A ''significant economic impact'' is defined by an annualized net compliance cost, adjusted for inflation, which is greater than a threshold cost level for defined entity types. FAA Order 2100.14A sets the size threshold for small entities operating aircraft for hire at nine aircraft owned and the annualized cost thresholds at $69,000 for scheduled operators and $5,000 for unscheduled operators.

The FAA has determined that, for four entities (two nonscheduled air carriers and two scheduled air carriers), the compliance costs of this AD will impose a significant economic impact. Because at least 11 small entities are not affected, this AD does not affect a ''substantial number of small entities'' as defined in Order 2100.14A.

A copy of the full Cost Analysis and Regulatory Flexibility Determination for the required action may be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–34–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

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 copy of the final 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, 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 a new airworthiness directive (AD) to read as follows:

97–11–13 Fairchild Aircraft: Amendment 39–10042; Docket No. 95–CE–34–AD.

Applicability: The following model and serial number airplanes, certificated in any category:

Model	Serial Nos.
SA226–T	T201 through T275 and T277 through T291.
SA226–T(B)	T(B)276 and T(B)292 through T(B)417.
SA226–AT ...	AT001 through AT074.
SA226–TC ...	TC201 through TC419.
SA227–TT ...	TT421 through TT541.
SA227–AT ...	AT423 through AT631.
SA227–AC ...	AC406, AC415, AC416, AC420 through AC705, and AC707 through AC733.

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 2,000 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent failure of both generators during critical phases of flight (such as night operation or while in icing conditions), which could result in loss of control of the airplane, accomplish the following:

(a) For the model and serial number airplanes presented below, replace the existing generator fault transformer wiring with new dual conductor shielded wire in accordance with Fairchild Service Bulletin (SB) 226–24–027, Issued: May 19, 1988, Revised: February 22, 1989, or Fairchild SB 227–24–008, Issued: October 25, 1985, Revised: January 23, 1989, as applicable.

(1) Model SA226–T airplanes, serial numbers T201 through T275 and T277 through T291; Model SA226–T(B) airplanes, serial numbers T(B)276 and T(B)292 through T(B)417; Model SA226–AT airplanes, serial numbers AT001 through AT074; and Model SA226–TC airplanes, serial numbers TC201 through TC419.

(2) Model SA227–TT airplanes, serial numbers TT421 through TT541; Model SA227–AT airplanes, serial numbers AT423 through AT631; and Model SA227–AC airplanes, serial numbers AC406, AC415, AC416, and AC420 through AC683.

(b) For the model and serial number airplanes presented below, rewire the electrical power generation system to reduce the possibility of 325-amp current limiter failure in accordance with Fairchild SB 226–24–023, Issued: October 25, 1985, Revised: January 23, 1989, or Fairchild SB 227–24–005, Issued: October 25, 1985, Revised: January 23, 1989, as applicable.

(1) Model SA226–T airplanes, serial numbers T249 through T275 and T277 through T291; Model SA226–T(B) airplanes, serial numbers T(B)276 and T(B)292 through T(B)417; Model SA226–AT airplanes, serial numbers AT025 through AT074; and Model SA226–TC airplanes, serial numbers TC209 through TC419.

(2) Model SA227–TT airplanes, serial numbers TT421 through TT541; Models SA227–AT airplanes, serial numbers AT423 through AT591; and SA227–AC airplanes, serial numbers AC420 through AC594.

(c) For Model SA226–T airplanes, serial numbers T249 through T275 and T277 through T291; Model SA226–T(B) airplanes, serial numbers T(B)276 and T(B)292 through T(B)417; Model SA226–AT airplanes, serial numbers AT025 through AT074; and Model SA226–TC airplanes, serial numbers TC209 through TC419, modify the voltage regulator access panel and install a connector in the wire bundle in accordance with Fairchild SB 226–24–026, Issued: May 27, 1987.

(d) For Model SA226–T airplanes, serial numbers T201 through T275 and T277 through T291; Model SA226–T(B) airplanes, serial numbers T(B)276 and T(B)292 through T(B)347; Model SA226–AT airplanes, serial numbers AT001 through AT074; and Model SA226–TC airplanes, serial numbers TC201

through TC348, install new voltage regulators, reroute certain wires, and replace the entire voltage regulator panel assembly in accordance with Fairchild SB 24–018, Issued: October 22, 1980, Revised: January 7, 1981.

(e) For the model and serial number airplanes presented below, modify the direct current (DC) generator control system so that it will operate off its respective generator output in accordance with Fairchild SB 226–24–031, dated July 27, 1989, or Fairchild SB 227–24–012, Issued: May 4, 1989; Revised: July 27, 1989, as applicable. This includes removing field current and reset resistors, removing the reset and generator relays and associated diodes, installing a 10-amp generator control circuit breaker to the left-hand and right-hand essential bus panels, and replacing the 10-amp generator control circuit breakers in the left-hand and right-hand wheelwells with 15-amp circuit breakers that are wired in series with the generator control circuit breakers.

(1) Model SA226–T airplanes, serial numbers T249 through T275 and T277 through T291; Model SA226–T(B) airplanes, serial numbers T(B)276 and T(B)292 through T(B)417; Model SA226–AT airplanes, serial numbers AT025 through AT074; and Model SA226–TC airplanes, serial numbers TC209 through TC419.

(2) Model SA227–TT airplanes, serial numbers TT421 through TT541; Model SA227–AT airplanes, serial numbers AT423 through AT695; and Model SA227–AC airplanes, serial numbers AC406, AC415, AC416, AC420 through AC556, AC558 through AC705, and AC707 through AC733.

(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, Fort Worth Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

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

(h) The modifications required by this AD shall be done in accordance with the following service bulletins, as applicable:

—Fairchild Service Bulletin 226–24–027, Issued: May 19, 1988, Revised: February 22, 1989;

—Fairchild Service Bulletin 227–24–008, Issued: March 18, 1988, Revised: February 22, 1989;

—Fairchild Service Bulletin 226–24–023, Issued: October 25, 1985, Revised: January 23, 1989;

—Fairchild Service Bulletin 227–24–005, Issued: October 25, 1985, Revised: January 23, 1989;

—Fairchild Service Bulletin 226–24–026, Issued: May 27, 1987;

—Fairchild Service Bulletin 24–018, Issued: October 22, 1980, Revised: January 7, 1981;

—Fairchild Service Bulletin 226–24–031, dated July 27, 1989; and

—Fairchild Service Bulletin 227–24–012, Issued: May 4, 1989, Revised: July 27, 1989.

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 Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279–0490. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment (39–10042) becomes effective on July 11, 1997.

Issued in Kansas City, Missouri, on May 22, 1997.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–14076 Filed 5–28–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–CE–57–AD; Amendment 39–10040; AD 97–11–11]

RIN 2120–AA64

Airworthiness Directives; Aerospace Technologies of Australia Pty Ltd. (Formerly Government Aircraft Factory) Models N22B, N22S, and N24A Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Aerospace Technologies of Australia Pty Ltd. (ASTA) Models N22B, N22S, and N24A airplanes. This action requires repetitively inspecting the horizontal stabilizer upper and lower skin, intercostal angles, and the horizontal stabilizer trailing edge channel for cracks; and repairing any crack or replacing any cracked parts, as applicable. This AD results from numerous reports of cracking in these horizontal stabilizer areas on the affected airplanes. The actions specified by this AD are intended to prevent structural failure of the horizontal stabilizer caused by fatigue cracks, which could result in loss of control of the airplane.

DATES: Effective July 11, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 11, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from Aerospace Technologies of Australia Pty Ltd., ASTA DEFENCE, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96–CE–57–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Ron Atmur, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627–5224; facsimile (562) 627–5210.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to ASTA Models N22B, N22S, and N24A airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on December 10, 1996 (61 FR 65004). The NPRM proposed to require repetitively inspecting the horizontal stabilizer upper and lower skin, intercostal angles, and the horizontal stabilizer trailing edge channel for cracks; and repairing any crack or replacing any cracked parts, as applicable. Accomplishment of the proposed inspections as specified in the NPRM would be in accordance with Nomad Service Bulletin NMD–55–34, dated April 22, 1996. Accomplishment of any proposed repair or replacement (as necessary and as applicable) as specified in the NPRM would be in accordance with the Nomad Structural Repair Manual, Chapter 55–10–11.

The NPRM resulted from numerous reports of cracking in these horizontal stabilizer areas on the affected airplanes.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of