Alternative Methods of Compliance

(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, International Branch, ANM–116, Transport Airplane Directorate, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM–116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Manager, International Branch, ANM–116.

Special Flight Permits

(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.

Incorporation by Reference

(e) The actions shall be done in accordance with Airbus Service Bulletin A320–52–1102, Revision 01, dated November 25, 1999. 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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.

Note 3: The subject of this AD is addressed in French airworthiness directive 2001–063(B), dated February 21, 2001.

Effective Date

(f) This amendment becomes effective on March 6, 2002.

Issued in Renton, Washington, on January 17, 2002.

Michael Kaszycki,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02–1817 Filed 1–29–02; 8:45 am]
These AD’s require you to incorporate, into the Limitations Section of the pilot’s operating handbook and airplane flight manual (POH/AFM) of Fairchild Aircraft, Inc. (Fairchild Aircraft) SA226 and SA227 series airplanes, procedures for preventing an engine flameout while in icing conditions.

When the torque sensing system modification is incorporated, the POH/AFM requirements are no longer necessary. Therefore, we are superseding these AD’s in this action.

FAA’s Determination

What Is FAA’s Final Determination on This Issue?

After careful review of all available information related to the subject presented above, we have determined that air safety and the public interest require the adoption of the rule as proposed except for the change described above and minor editorial corrections. We determined that these changes:

• Will not change the meaning of the AD; and

• Will not add any additional burden upon the public than was already proposed.

Cost Impact

How Many Airplanes Does This AD Impact?

We estimate that this AD affects 259 airplanes in the U.S. registry.

What Is the Cost Impact of This AD on Owners/Operators of the Affected Airplanes?

We estimate the following costs to accomplish the modification:

<table>
<thead>
<tr>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Total cost per airplane</th>
<th>Total cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>16 workhours × $60 per hour = $960</td>
<td>Ranges between $1,726 and $6,873 per airplane (we will use a figure of $4,000).</td>
<td>$4,960 per airplane</td>
<td>$1,284,640</td>
</tr>
</tbody>
</table>

Compliance Time of This AD

What is the Compliance Time of This AD?

The compliance time of the required modification is within the next 6 calendar months after the effective date of this AD.

Why Is the Compliance Time Presented in Calendar Time Instead of Hours Time-In-Service (TIS)?

Although a dual-engine flameout could only occur on the affected airplanes during airplane operation, the condition is not directly related to airplane usage. The condition exists on the airplanes regardless of whether the airplane has accumulated 50 hours time-in-service (TIS) or 5,000 hours TIS.

The FAA has determined that the 6-calendar-month compliance time:

• Gives all owners/operators of the affected airplanes adequate time to schedule and accomplish the actions in this AD; and

• Ensures that the unsafe condition referenced in this AD will be corrected within a reasonable time period without inadvertently grounding any of the affected airplanes.

Regulatory Impact

Does This AD Impact Various Entities?

The regulations adopted herein will not have a substantial direct effect 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, it is determined that this final rule does not have federalism implications under Executive Order 13132.

Does This AD Involve a Significant Rule or Regulatory Action?

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, under 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. FAA amends § 39.13 by removing both Airworthiness Directive (AD) 86–24–11, Amendment 39–5481, and AD 86–25–04, Amendment 39–5485; and by adding a new AD to read as follows:

2002–01–16 Fairchild Aircraft, Inc.: Amendment 39–12610, Docket No. 2000–CE–30–AD; Supersedes AD 86–24–11, Amendment 39–5481, and AD 86–25–04, Amendment 39–5485. (a) What airplanes are affected by this AD? This AD affects the following airplane models and serial numbers that are certificated in any category:
AD) are retained from AD 86–25–04. As specified in paragraph (d)(1) of this AD, if you are already in compliance with AD 86–24–11 or AD 86–25–04. As specified in paragraph (d)(3) of this AD, these POH/AFM procedures are no longer necessary after accomplishment of the modification in paragraph (d)(2) of this AD.

(e) Can I comply with this AD in any other way? You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Fort Worth Airplane Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

(f) Where can I get information about any already-approved alternative methods of compliance? Contact Ingrid Knox, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150; telephone: (817) 222–5139; facsimile: (817) 222–5960.

(g) What if I need to fly the airplane to another location to comply with this AD? The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) Are any service bulletins incorporated into this AD by reference? The modification required by this AD must be done in accordance with instructions provided with the kit that is referenced in either Fairchild Aircraft Service Bulletin 227–74–003 (FA Kit Drawing 27K82087), Issued: March 21, 2000; or Fairchild Aircraft Service Bulletin No. 226–74–003 (FA Kit Drawing 26K82301), Revised: April 13, 2000; or Fairchild Aircraft Service Bulletin No. 226–74–003 (FA Kit Drawing 27K82087), Issued: March 21, 2000; and Fairchild Aircraft Service Bulletin 227–74–003 (FA Kit Drawing 27K82087), Issued: March 21, 2000; or Fairchild Aircraft Service Bulletin 227–74–001, Issued: July 8, 1986, as applicable.

Note 1: The POH/AFM procedures that are included in Appendix 1 and Appendix 2 of this AD (required by paragraph (d)(1) of this AD) are retained from AD 86–24–11, Amendment 39–5481, and AD 86–25–04, Amendment 39–5485. No further action is required by paragraph (d)(1) of this AD if you are already in compliance with AD 86–24–11 or AD 86–25–04. As specified in paragraph (d)(3) of this AD, these POH/AFM procedures are no longer necessary after accomplishment of the modification in paragraph (d)(2) of this AD.

Note 2: This AD applies to each airplane identified in paragraph (a) of this AD, 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 (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 you have not eliminated the unsafe condition, specific actions you propose to address it.

Note 3: The POH/AFM procedures are included in Appendix 1 and Appendix 2 of the AD.

The IGNITION MODE switches shall be selected to AUTO/CONT during all operations in actual or potential icing conditions, described herein:

(1) During takeoff and climb out in actual or potential icing conditions.

(2) When ice is visible on, or shedding from propeller(s), spinner(s), or leading edge(s).

(3) Before selecting ANTI–ICE, when ice has accumulated.

(4) Immediately, any time engine flameout occurs as possible result of ice ingestion.

(5) During approach and landing while in or shortly following flight in actual or potential icing conditions.

*Note: If icing conditions are entered in flight without the engine anti-icing system having been selected, switch the ENGINE system to an ENGINE HEAT position. If the engine runs satisfactorily, switch the second ENGINE system to an ENGINE HEAT position and check that the second engine continues to run satisfactorily.

For the purpose of this POH/AFM supplement, the following definition applies:

"Potential icing conditions in precipitation or visible moisture meteorological conditions:

(1) Begin when the OAT is plus 5 degrees C (plus 41 degrees F) or colder, and

(2) End when the OAT is plus 10 degrees C (plus 50 degrees F) or warmer.

The procedures and conditions described in this appendix supersede any other POH/AFM procedures or conditions.

Issued in Kansas City, Missouri, on January 17, 2002.

James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02–1816 Filed 1–29–02; 8:45 am]
BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39
RIN 2120–AA64

Airworthiness Directives; Dornier Model 328–100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to all Dornier Model 328–100 series airplanes. This action requires revising the Airplane Flight Manual to provide the flight crew with the appropriate procedures necessary to verify correct operation of the primary alternating current (AC) pump of the main hydraulic system before takeoff. This action is necessary to prevent takeoff with an inoperative pump, which could result in an extended takeoff roll or a rejected takeoff, and consequent runway overrun, structural damage to the airplane, and possible injury to occupants. This action is intended to address the identified unsafe condition.

DATES: Effective February 14, 2002.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 14, 2002.

Comments for inclusion in the Rules Docket must be received on or before March 1, 2002.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 2002–NM–07–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227–1232. Comments may also be sent via the Internet using the following address: 9–anm–tiarc@faa.gov. Comments sent via the Internet must contain “Docket No. 2002–NM–07–AD” in the subject line and need not be submitted in triplicate. Comments sent via fax or the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The service information referenced in this AD may be obtained from FAIRCHILD DORNIER, DORNIER Luftfahrt GmbH, P.O. Box 1103, D–82230 Esslingen, Germany. This information may be examined 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.


SUPPLEMENTARY INFORMATION: The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, recently notified the FAA that an unsafe condition may exist on all Dornier Model 328–100 series airplanes. The LBA advises that an operator reported that during flight there was an advisory message on the Crew Alerting System showing “HYD MAIN PMP INOP.” The “HYD PUMP MAIN” button was in the on position, but illuminated “OFF.” Investigation revealed that a