

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 cracking in the vertical leg of the rear spar lower cap of the wing, which could lead to reduced structural integrity of the wing, accomplish the following:

(a) Perform visual/dye penetrant and ultrasonic inspections to detect cracks in the vertical leg of the rear spar lower cap of the wings below and in the adjacent area of the two lower attaching stud holes for the inboard hinge fitting of the outboard flap at station Xrs=164.000, in accordance with McDonnell Douglas MD-80 Service Bulletin 57-184, Revision 1, dated December 22, 1994; at the time specified in paragraph (a)(1), (a)(2), (a)(3), or (a)(4) of this AD, as applicable.

(1) For airplanes that have accumulated less than 8,000 total landings as of the effective date of this AD: Perform the inspection prior to the accumulation of 10,000 landings or within 3,000 landings after the effective date of this AD, whichever occurs later.

(2) For airplanes that have accumulated 8,000 or more total landings but less than 10,000 total landings as of the effective date of this AD: Perform the inspection within 3,000 landings after the effective date of this AD.

(3) For airplanes that have accumulated 10,000 or more total landings but less than 15,000 total landings as of the effective date of this AD: Perform the inspection within 2,400 landings after the effective date of this AD.

(4) For airplanes that have accumulated 15,000 or more total landings as of the effective date of this AD: Perform the inspection within 1,800 landings after the effective date of this AD.

(b) Condition 1. If no crack is detected during any inspection required by paragraph (a) of this AD, accomplish the requirements of either paragraph (b)(1) or (b)(2) of this AD, in accordance with McDonnell Douglas MD-80 Service Bulletin 57-184, Revision 1, dated December 22, 1994.

(1) *Condition 1, Option 1.* Prior to further flight, tighten the four mounting studs of the flap hinge fitting in the rear spar caps (2 studs in the upper cap and 2 studs in the lower cap) to the applicable torque value, in accordance with the service bulletin. Accomplishment of this tightening of the mounting studs of the flap hinge fitting constitutes terminating action for the repetitive inspection requirements of paragraph (b)(2) of this AD.

(2) *Condition 1, Option 2.* Repeat the visual/dye penetrant and ultrasonic inspections required by paragraph (a) of this AD thereafter at intervals not to exceed 3,000 landings until paragraph (b)(1) of this AD is accomplished.

(c) Condition 2. If any crack is detected during any inspection required by paragraph (a) or (b)(2) of this AD, prior to further flight, perform a high frequency eddy current inspection to confirm the existence of cracking, in accordance with McDonnell Douglas MD-80 Service Bulletin 57-184, Revision 1, dated December 22, 1994. After this inspection, accomplish the requirements of either paragraph (c)(1), (c)(2), or (c)(3) of this AD, as applicable.

(1) If no cracking is confirmed, accomplish the requirements of either paragraph (b)(1) ["Condition 1, Option 1"] or (b)(2) ["Condition 1, Option 2"] of this AD.

(2) *Condition 2, Option 1.* If any cracking is confirmed, prior to further flight, replace the entire spar cap or accomplish the permanent splice repair of the spar cap, and tighten the four mounting studs of the flap hinge fitting in the rear spar caps (2 studs in the upper cap and 2 studs in the lower cap) to the applicable torque value, in accordance with the service bulletin. Accomplishment of this tightening of the mounting studs constitutes terminating action for the repetitive inspection requirements of paragraph (c)(3) of this AD.

(3) *Condition 2, Option 2.* If cracking is confirmed and it does not extend beyond the location limits and does not exceed the maximum permissible crack length of 2 inches, prior to further flight, accomplish the temporary repair modification of the spar cap in accordance with the service bulletin. Thereafter, repeat the eddy current inspection at intervals not to exceed 3,000 landings until paragraph (c)(2) of this AD is accomplished.

(i) If any crack progression is found during any repetitive eddy current inspection following accomplishment of the temporary repair, prior to further flight, contact the Manager, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, telephone (310) 627-5237, fax (310) 627-5210, to establish the appropriate repair or replacement interval.

Note 2: Operators should note that, unlike the recommended compliance time of "within 3,000 landings after discovery of cracking," which is specified in the service bulletin as the time for accomplishing the permanent splice repair or replacement of the spar cap, this AD requires that operators contact the FAA prior to further flight. The FAA finds that the repair/replacement interval should be established based on the crack progression. Where there are differences between the AD and the service bulletin in this regard, the AD prevails.

(ii) If any new crack is found during any repetitive eddy current inspection following accomplishment of the temporary repair, prior to further flight, accomplish the permanent repair in accordance with the service bulletin.

(d) Within 10 days after accomplishing the initial visual/dye penetrant and ultrasonic inspections required by paragraph (a) of this AD, submit a report of the inspection results (both positive and negative findings) to the Manager, Los Angeles ACO, 3229 East Spring Street, Long Beach, California 90806-2425; telephone (310) 627-5237; fax (310) 627-5210. Information collection requirements

contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(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, Los Angeles Aircraft Certification Office (ACO), 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, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(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.

Issued in Renton, Washington, on August 20, 1996.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-21743 Filed 8-26-96; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 39

[Docket No. 96-NM-80-AD]

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: Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes. This proposal would require replacement of certain rudder horn assemblies with a new assembly. For certain airplanes, the proposed AD also would require replacement of certain rudder control rods with a new rod. This proposal is prompted by reports of cracked rudder horns and a cracked rudder control rod, caused by impact overload. The actions specified by the proposed AD are intended to prevent such an overload and consequent cracking of the subject parts, which could result in reduced structural integrity of the rudder horn assembly or loss of rudder control; this condition could lead to reduced controllability of the airplane.

**DATES:** Comments must be received by October 7, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-80-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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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-80-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-80-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, recently notified the FAA that an unsafe condition may exist on all Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes. The RLD advises it has received reports of cracked rudder horns and a cracked rudder control rod found on these airplanes. Investigation revealed the cause of such cracking has been attributed to an impact overload on the rudder horn assembly. The existing design of the rudder horn assembly allows the rudder to swing around in heavy gust conditions. The inertia of the rudder swinging movement can cause an impact overload when one of the rudder limit stops is hit. This condition, if not corrected, could result in reduced structural integrity of the rudder horn assembly or loss of rudder control, and, consequently, lead to reduced controllability of the airplane.

#### Explanation of Relevant Service Information

Fokker has issued Service Bulletin F27/27-131, Revision 1, dated June 15, 1994, which describes procedures for replacement of the rudder horn assembly, having part number (P/N) 3401-042-901 or -401, with a new rudder horn assembly, having P/N F3402-070-407. The new rudder horn is made of a stronger aluminum alloy material. Additionally, for certain airplanes, the service bulletin recommends replacement of the rudder control rod, having P/N 5233-018-xxx, with a new rudder control rod, having P/N F8507-052-403. The new control rod contains regreasable bearings which are less sensitive to seizure. The RLD classified this service bulletin as mandatory and issued Dutch airworthiness directive BLA 94-105 (A), dated August 5, 1994, in order to assure the continued airworthiness of these airplanes in the Netherlands.

#### FAA's Conclusion

This airplane model is manufactured in the Netherlands 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 RLD has kept the FAA informed of the situation described above. The FAA has examined the findings of the RLD, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

#### Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, the proposed AD would require replacement of certain rudder horn assemblies with a new rudder horn assembly. For certain airplanes, the proposed AD also would require replacement of certain rudder control rods with a new rudder control rod. The actions would be required to be accomplished in accordance with the service bulletin described previously.

#### 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 would be affected by this proposed AD.

It would take approximately 7 work hours per airplane to accomplish the proposed replacement of the rudder horn assembly, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$2,565 per airplane. Based on these figures, the cost impact of the replacement of the rudder horn assembly proposed by this AD on U.S. operators is estimated to be \$101,490, or \$2,985 per airplane.

There currently are no Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, or 700 series airplanes on the U.S. Register that would require the replacement of the rudder control rod. The only airplanes that would require this replacement currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that inclusion of that requirement in this proposed rule is necessary to ensure that the unsafe condition is addressed in the event that any of these airplanes are imported and placed on the U.S. Register in the future.

Should any of those airplanes (having serial numbers 10102, and 10105 through 10165, inclusive) be imported and placed on the U.S. Register in the future, it would take approximately 5 work hours per airplane to accomplish the proposed replacement of the rudder control rod, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$635 per

airplane. Based on these figures, the cost impact of the replacement of the rudder control rod proposed by this AD on U.S. operators is estimated to be \$935 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the 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 adding the following new airworthiness directive:

Fokker: Docket 96-NM-80-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 (b) 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 an impact overload and consequent cracking of the subject parts, which could result in reduced structural integrity of the rudder horn assembly or loss of rudder control, and, consequently, lead to reduced controllability of the airplane, accomplish the following:

(a) Within 18 months after the effective date of this AD, accomplish paragraph (a)(1) and (a)(2) of this AD, as applicable, in accordance with Fokker Service Bulletin F27/27-131, Revision 1, dated June 15, 1994.

(1) For all airplanes: Replace the rudder horn assembly, having part number (P/N) 3401-042-901 or 3401-042-401, with a new rudder horn assembly, having P/N F3402-070-407, in accordance with Part 1 of the Accomplishment Instructions of the service bulletin.

(2) For airplanes having serial numbers 10102, and 10105 through 10165 inclusive: Replace the rudder control rod, having P/N 5233-018-xxx, with a new rudder control rod, having P/N F8507-052-403, in accordance with Part 2 of the Accomplishment Instructions of the service bulletin.

(b) 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.

(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.

Issued in Renton, Washington, on August 20, 1996.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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#### **14 CFR Part 39**

[Docket No. 96-NM-48-AD]

RIN 2120-AA64

#### **Airworthiness Directives; British Aerospace Model BAe 146 Series Airplanes and Model Avro 146-RJ Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain British Aerospace Model BAe 146 series airplanes and Model Avro 146-RJ series airplanes. This proposal would require inspections to detect leakage of hydraulic fluid from the lock jack assemblies of the main landing gear (MLG), and eventual replacement of those assemblies with new or serviceable assemblies. This proposal is prompted by reports of leakage of hydraulic fluid from lock jack assemblies due to a manufacturing forging defect that extends through the wall of the lock jack assembly. The actions specified by the proposed AD are intended to prevent leakage of hydraulic fluid from the lock jack assemblies of the MLG, which, in conjunction with a hot brake, could cause a fire in the MLG bay.

**DATES:** Comments must be received by October 7, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-48-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 British Aerospace Holding, Inc., Avro International Aerospace Division, P.O. Box 16039, Dulles International Airport, Washington, DC 20041-6039. This information may be examined at the FAA, Transport Airplane Directorate,