

(b) For airplanes not subject to paragraph (a) of this AD: Perform a visual inspection to detect corrosion of the direction link subassembly of the MLG assembly at the later of the times specified in paragraph (b)(1) or (b)(2) of this AD, in accordance with British Aerospace Service Bulletin SB.32-143, dated August 22, 1995.

(1) Prior to the accumulation of 4,000 landings on the MLG assembly after the effective date of this AD. Or

(2) Within 12 months after the effective date of this AD.

(c) If no corrosion is found during the inspection required by paragraph (a) or (b) of this AD: Prior to further flight, perform the follow-on actions in accordance with British Aerospace Service Bulletin SB.32-143, dated August 22, 1995.

Note 3: "Follow-on actions," as specified in this AD, include applying jointing compound to the threads; in some case, restoring the cadmium plate; and applying sealant to the exposed threads and castellations on the direction link subassembly. These actions are described in detail in Messier-Dowty Service Bulletin 146-32-127, dated August 21, 1995.

(d) If light surface corrosion, as defined in British Aerospace Service Bulletin SB.32-143, dated August 22, 1995, is detected during the inspection required by paragraph (a) of this AD: Prior to further flight, remove the corrosion and perform the follow-on actions in accordance with the service bulletin.

(e) If any corrosion is found during the inspection required by paragraph (a) or (b) of this AD, and that corrosion is beyond the limits specified in British Aerospace Service Bulletin SB.32-143, dated August 22, 1995: Prior to, further flight, replace the link subassembly in accordance with the service bulletin.

(f) As of the effective date of this AD, no person shall install a MLG or directional link subassembly unless the inspection and necessary follow-on actions of the directional link subassembly specified in paragraphs (a), (b), (c), and (d) of this AD have been performed, in accordance with British Aerospace Service Bulletin SB.32-143, dated August 22, 1995.

(g) 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, 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(h) 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.

(i) The actions shall be done in accordance with British Aerospace Service Bulletin SB.32-143, dated August 22, 1995. 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 5.1. Copies may be obtained from British Aerospace Regional Aircraft Limited, Avro International Aerospace Division, Customer Support, Woodford Aerodrome, Woodford, Cheshire SK7 1QR, England. 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.

(j) This amendment becomes effective on November 29, 1996.

Issued in Renton, Washington, on October 10, 1996.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-26721 Filed 10-23-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-07-AD; Amendment 39-9785; AD 96-21-08]

RIN 2120-AA64

Airworthiness Directives; Short Brothers Model SD3-30 and SD3-SHERPA Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Short Brothers Model SD3-30 and SD3-SHERPA series airplanes, that requires inspections of the vertical fin-to-tailplane joint to detect any loose bolts; and, if necessary, inspections to detect elongation of bolt holes, and replacement with new bolts, if necessary. Additionally, this amendment requires inspections of the upper shear angle to detect pulled or loose rivets, and replacement of the shear angle using new rivets, if necessary. This amendment is prompted by reports of loose bolts in the vertical fin-to-tailplane joint and pulled or loose rivets in an upper shear angle. The actions specified by this AD are intended to prevent reduced structural integrity of the vertical fin to tailplane joint due to such discrepancies of the bolts or rivets.

DATES: Effective November 29, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 29, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Short Brothers plc, 2011 Crystal Drive, Suite 713, Arlington, Virginia 22202-3719. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Greg Dunn, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2799; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Short Brothers Model SD3-30 and SD3-SHERPA series airplanes was published in the Federal Register on August 1, 1996 (61 FR 40159). That action proposed to require inspections of the vertical fin-to-tailplane joint to detect any loose bolts; and, if necessary, inspections to detect elongation of bolt holes, and replacement with new bolts, if necessary. Additionally, that action proposed to require inspections of the upper shear angle to detect pulled or loose rivets, and replacement of the shear angle using new rivets, if necessary.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 66 Short Brothers Model SD3-30 and SD3-SHERPA series airplanes of U.S. registry will be affected by this AD, that it will take approximately 74 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$293,040, or \$4,440 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the 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 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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 the following new airworthiness directive:

96-21-08 Short Brothers, PLC: Amendment 39-9785. Docket 96-NM-07-AD.

Applicability: All Model SD3-30 and SD3-SHERPA 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 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 reduced structural integrity of the vertical fin to tailplane joint, accomplish the following:

(a) Within 60 days after the effective date of this AD, perform a visual inspection to detect loose bolts in the vertical fin to tailplane joint, in accordance with Shorts Service Bulletin SD330-55-18, dated April 20, 1995 (for Model SD3-30 airplanes), or Shorts SD3 SHERPA Service Bulletin SD3 SHERPA-55-1, dated April 20, 1995 (for Model SD3-SHERPA airplanes), as applicable.

(1) If no loose bolt is found, repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours.

(2) If any loose bolt is detected, inspect the bolt for wear and distortion and inspect the hole for elongation, in accordance with the applicable service bulletin.

(i) If the bolt and hole are within the limits specified by the applicable service bulletin, prior to further flight, refit the bolt with a new nut and washers, in accordance with the applicable service bulletin. Repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours.

(ii) If the bolt is worn or distorted and the hole is within the limits specified by the applicable service bulletin, prior to further flight, replace the bolt, nut, and washers with a new bolt, a new nut, and new washers, in accordance with the applicable service bulletin. Repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours.

(iii) If the hole is elongated within the limits specified in the applicable service bulletin, prior to further flight, oversize the diameter of the hole, and replace the bolt, nut, and washers with a new matching bolt, new nut, and new washers, in accordance with the applicable service bulletin. Repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours.

(iv) If the hole is elongated beyond the limits specified in the applicable service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(b) Within 60 days after the effective date of this AD, perform a visual inspection to detect looseness or pulling of the rivets of attach shear angles SD3-32-0217/K and SD3-32-0218/K. If any looseness or pulling of the rivets is detected, prior to further flight, replace the shear angle using oversize rivets, in accordance with the applicable service bulletin.

(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, 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 ANM-113.

(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.

(e) The actions shall be done in accordance with Shorts Service Bulletin SD330-55-18, dated April 20, 1995, or Shorts SD3 SHERPA Service Bulletin SD3 SHERPA-55-1, dated April 20, 1995, as applicable. 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 Short Brothers plc, 2011 Crystal Drive, Suite 713, Arlington, Virginia 22202-3719. 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.

(f) This amendment becomes effective on November 29, 1996.

Issued in Renton, Washington, on October 10, 1996.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-26719 Filed 10-23-96; 8:45 am]

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14 CFR Part 39

[Docket No. 96-NM-08-AD; Amendment 39-9784; AD 96-21-07]

RIN 2120-AA64

Airworthiness Directives; Shorts Model SD3-30, -60, and -SHERPA Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Shorts Model SD3-30, -60, and -SHERPA series airplanes, that requires a visual inspection to detect signs of exfoliation corrosion on the brackets of the flap hydraulic units, and rework or replacement of corroded