

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

**97-20-05 British Aerospace:** Amendment 39-10143. Docket 97-NM-218-AD.

*Applicability:* All Model HS 748 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 jamming or restricting of the aileron cable, accomplish the following:

(a) Within 6 months after the effective date of this AD, install a modified aileron cable pulley guard and rubbing strips in accordance with British Aerospace Service Bulletin HS 748-27-70, Revision 2, dated May 20, 1994.

(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. 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.

(d) The installation shall be done in accordance with Jetstream Service Bulletin HS 748-27-70, Revision 2, dated May 20, 1994. 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 AI(R) American Support, Inc., 13850 Mclearen Road, Herndon, Virginia 20171. 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.

(e) This amendment becomes effective on October 15, 1997.

**Note 3:** The subject of this AD is addressed in British airworthiness directive 009-05-94, dated May 9, 1994.

Issued in Renton, Washington, on September 17, 1997.

**James V. Devany,**

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

[FR Doc. 97-25165 Filed 9-29-97; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-NM-215-AD; Amendment 39-10146; AD 97-20-08]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A300, A300-600, and A310 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to all Airbus Model A300, A300-600, and A310 series airplanes, that requires inspecting the bearings located in the mechanical control linkage of the nose landing gear (NLG) free-fall mechanism for discrepancies, replacing any discrepant bearings with stainless steel bearings, and conducting a test to ensure that the NLG free-fall mechanism extends properly. This amendment is prompted by a report indicating that, during an operational test of the NLG, the landing gear failed to extend. The actions specified by this AD are intended to prevent the bearings from seizing, which could lead to the loss of NLG free-fall extension capability.

**DATES:** Effective November 4, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 4, 1997.

**ADDRESSES:** The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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:** Charles Huber, Aerospace Engineer,

Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2589; fax (425) 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 Airbus Model A300, A300-600, and A310 series airplanes was published in the **Federal Register** on April 1, 1997 (62 FR 15441). That action proposed to require inspecting the bearings located in the mechanical control linkage of the nose landing gear (NLG) free-fall mechanism for discrepancies, replacing any discrepant bearings with stainless steel bearings, and conducting a test to ensure that the NLG free-fall mechanism extends properly.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the two comments received.

Both commenters support the proposed rule.

#### Conclusion

After careful review of the available data, including the comments noted above, 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 127 Model A300, A300-600, and A310 airplanes of U.S. registry will be affected by this AD, that it will take approximately 14 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$552 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$176,784, or \$1,392 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:

**97-20-08 Airbus Industrie:** Amendment 39-10146. Docket 96-NM-215-AD.

**Applicability:** All Model A300, A300-600, and A310 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 (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 as indicated, unless accomplished previously.

To prevent the bearings in the mechanical control linkage of the nose landing gear (NLG) free-fall mechanism from seizing, which could lead to the loss of NLG free-fall extension capability, accomplish the following:

(a) Within 30 days after the effective date of this AD, conduct an inspection to determine whether carbon steel or stainless steel bearings are installed in the mechanical control linkage of the NLG free-fall mechanism, in accordance with Airbus Service Bulletin A300-32-0418 (for Model A300 series airplanes), A300-32-6061 (for Model A300-600 series airplanes), or A310-32-2098 (for Model A310 series airplanes), all Revision 1, all dated April 29, 1996.

(b) If stainless steel bearings are installed, prior to further flight, conduct a test to ensure that the NLG free-fall mechanism extends properly, in accordance with Airbus Service Bulletin A300-32-0418 (for Model A300 series airplanes), A300-32-6061 (for Model A300-600 series airplanes), or A310-32-2098 (for Model A310 series airplanes), all Revision 1, all dated April 29, 1996.

(c) If carbon steel bearings are installed, prior to further flight, replace them with stainless steel bearings, and conduct a test to ensure that the NLG free-fall mechanism extends properly, in accordance with Airbus Service Bulletin A300-32-0418 (for Model A300 series airplanes), A300-32-6061 (for Model A300-600 series airplanes), or A310-32-2098 (for Model A310 series airplanes), all Revision 1, all dated April 29, 1996.

(d) 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.

(e) 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.

(f) The actions shall be done in accordance with the following Airbus service bulletins, which contain the specified effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
A300-32-0418, Revision 1, April 29, 1996 .....	1-6, 10-13 7-9, 14-23	1 Original .....	April 29, 1996. October 5, 1995.
A310-31-2098, Revision 1, April 29, 1996 .....	1-6, 8, 9, 11-14 7, 10, 15-25	1 Original .....	April 29, 1996. October 5, 1995.
A300-32-6061, Revision 1, April 29, 1996 .....	1-5, 8, 9, 11-14 6, 7, 10, 15-25	1 Original .....	April 29, 1996. October 5, 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 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.

(g) This amendment becomes effective on November 4, 1997.

Issued in Renton, Washington, on September 17, 1997.

**James V. Devany,**

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

[FR Doc. 97-25167 Filed 9-29-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-CE-23-AD; Amendment 39-10109; AD 96-12-03 R1]

RIN 2120-AA64

#### **Airworthiness Directives; Aviat Aircraft, Inc. Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B Airplanes (Formerly Known as Pitts Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B Airplanes); Correction**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects the airworthiness directive (AD) number of an amendment that was published in the **Federal Register** on August 22, 1997 (62 FR 44535), and concerns Aviat Aircraft, Inc. Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B airplanes. The referenced amendment revises AD 96-12-03, but was inadvertently assigned the number of AD 97-17-07 instead of AD 96-12-03 R1. The AD currently requires repetitively inspecting the aft lower fuselage wing attach fitting on both wings for cracks and modifying any cracked aft lower fuselage wing attach fitting. Modifying the aft lower fuselage wing attach fitting on both wings eliminates the repetitive inspection requirement of the AD. This action corrects the amendment to reflect the right AD number throughout the entire document.

**EFFECTIVE DATE:** October 3, 1997.

**FOR FURTHER INFORMATION CONTACT:** Mr. Roger Caldwell, Aerospace Engineer, FAA, Denver Aircraft Certification Office, 26805 E. 68th Avenue, Room

214, Denver, Colorado 80249; telephone (303) 342-1086; facsimile (303) 342-1088.

#### **SUPPLEMENTARY INFORMATION:**

##### **Discussion**

On August 13, 1997, the FAA issued Amendment 10109 (62 FR 44535, August 22, 1997), which applies to Aviat Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B airplanes. This action revises AD 96-12-03 by retaining the requirements of repetitively inspecting the aft lower fuselage wing attach fitting on both wings for cracks, and modifying any cracked aft lower fuselage wing attach fitting; except the action eliminates from the applicability those airplanes that were equipped with aft lower fuselage wing attach fittings, either P/N 76090, 2-2107-1, or 1-210-102, at manufacture. These aft lower fuselage wing attach fittings were incorporated at manufacture on the Model S-2B airplanes beginning with serial number 5349. AD 96-12-03 applied to all serial numbers of the Model S-2B airplanes.

##### **Need for the Correction**

The AD number of this action is incorrectly referenced as AD 97-17-07 instead of AD 96-12-03 R1 throughout the document. Referencing the action as AD 97-17-07 may not allow operators of the affected airplanes that accomplished the intent of AD 96-12-03 to realize that the AD contains the same actions as contained in the original AD. The operators may spend unnecessary time tracking down information and approvals for "unless already accomplished" credit for the AD action.

##### **Correction of Publication**

Accordingly, the publication of August 22, 1997 (62 FR 44535), of Amendment 39-10109; AD 97-17-07, which was the subject of FR Doc. 97-22046, is corrected as follows:

##### **§ 39.13 [Corrected]**

On page 44535, in the third column, 5th line from the top of the column, correct "AD 97-17-07" to "AD 96-12-03 R1".

On page 44536, in the third column, section 39.13, the sixth line in this section and the 19th line from the top of the column, correct "97-17-07" to "96-12-03 R1".

Action is taken herein to correct this reference in Amendment 39-10109 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains October 3, 1997.

Issued in Kansas City, Missouri on September 24, 1997.

**Henry A. Armstrong,**

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

[FR Doc. 97-25831 Filed 9-29-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-CE-15-AD; Amendment 39-10148; AD 97-20-11]

RIN 2120-AA64

#### **Airworthiness Directives; Socata—Groupe Aerospatiale Model TBM 700 Airplanes**

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

**ACTION:** Final rule

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Socata—Groupe Aerospatiale (Socata) Model TBM 700 airplanes. This AD requires removing the main landing gear (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. The Federal Aviation Administration's analysis reveals that removing the MLG inboard doors will not cause any airplane safety or performance problems. The actions specified by this AD are intended to prevent the MLG from failing to extend because of corroded MLG inboard locking hinges, which could result in loss of control of the airplane during landing operations.

**DATES:** Effective November 13, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 13, 1997.

**ADDRESSES:** Service information that applies to this AD may be obtained from 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, Socata—Groupe Aerospatiale, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone (954) 964-6877; facsimile (954) 964-1668. This information may also be examined at