

action is no longer necessary. Accordingly, the NPRM is hereby withdrawn.

Withdrawal of this NPRM constitutes only such action, and does not preclude the agency from issuing another notice in the future, nor does it commit the agency to any course of action in the future.

#### Regulatory Impact

Since this action only withdraws a notice of proposed rulemaking, it is neither a proposed nor a final rule and therefore, is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### The Withdrawal

Accordingly, the notice of proposed rulemaking, Docket 95-NM-222-AD, published in the Federal Register on April 1, 1996 (61 FR 14269), is withdrawn.

Issued in Renton, Washington, on February 12, 1997.

Darrell M. Pederson,

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

[FR Doc. 97-4100 Filed 2-19-97; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 96-ANE-24]

RIN 2120-AA64

#### Airworthiness Directives; AlliedSignal Inc. and Rajay Inc. Oil Scavenge Pumps

**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 AlliedSignal Inc. oil scavenge pumps, Part Numbers (P/Ns) 101633-01 and -02 and Rajay Inc. oil scavenge pumps, P/Ns 1025-1 and -2. This proposal would require initial and repetitive inspections of the oil scavenge pump for the security of the snap ring installation, snap ring and washer wear, and shaft groove wear, and replacement, if necessary, with serviceable parts. This proposal is prompted by reports of severe wear on the end plate of the oil scavenge pump. The actions specified

by the proposed AD are intended to prevent oil scavenge pump snap ring failure causing severe wear on the pump end plate, which could result in loss of engine oil and subsequent engine shutdown.

**DATES:** Comments must be received by April 21, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, *Attention:* Rules Docket No. 96-ANE-24, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ad-engineprop@dot.faa.gov". Comments sent via the Internet must contain the docket number in the subject line. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Richard Simonson, Aerospace Engineer, Seattle Aircraft Certification Office, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW, Renton, WA 98055-4056; telephone (206) 227-2597, fax (206) 227-1181.

#### 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 should 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-ANE-24." 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, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-ANE-24, 12 New England Executive Park, Burlington, MA 01803-5299.

#### Discussion

The Federal Aviation Administration (FAA) has received reports of severe wear on the pump end plate of AlliedSignal Inc. oil scavenge pumps, Part Numbers (P/Ns) 101633-01 and -02 and Rajay Inc. oil scavenge pumps, P/Ns 1025-1 and -2. The investigation revealed that the pump end plate failure was caused by failure of the snap ring that locates the pump rotor along the longitudinal axis of the pump. Further investigation revealed an incident where the pump end plate was worn completely through, resulting in loss of engine oil and subsequent engine shutdown. This condition, if not corrected, could result in oil scavenge pump snap ring failure causing severe wear on the pump end plate, which could result in loss of engine oil and subsequent engine shutdown.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require initial and repetitive inspections of the oil scavenge pump for security of the snap ring installation, snap ring and washer wear, and shaft groove wear, and replacement, if necessary, with serviceable parts. The FAA has determined that changes in pump design may warrant future rulemaking.

The FAA estimates that 3,000 pumps installed on aircraft of U.S. registry would be affected by this proposed AD. The FAA estimates that it would take approximately 4 work hours per oil scavenge pump to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts, if the scavenge pump requires replacement, would cost approximately \$1,000 per oil scavenge pump. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$3,720,000.

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:

Allied Signal Inc. and Rajay Inc.: Docket No. 96-ANE-24.

*Applicability:* AlliedSignal Inc. oil scavenge pumps, Part Numbers (P/Ns) 101633-01 and -02 and Rajay oil scavenge pumps, P/Ns 1025-1 or -2, installed on Teledyne Continental Motors IO-470 and TSIO-520 series, and Textron Lycoming O-360, IO-360, and IO-540 series reciprocating engines. These engines are installed on but not limited to reciprocating engine powered aircraft manufactured by Aerostar Aircraft Corporation, Cessna, Curtiss-Wright Corporation (Travel Air), Helio Enterprises, Inc., The New Piper Aircraft Corporation, Revo Inc. (Lake), and Twin Commander.

Note 1: This airworthiness directive (AD) applies to each oil scavenge pump 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 oil scavenge pumps 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 oil scavenge pump snap ring failure causing severe wear on the pump end plate, which could result in loss of engine oil and subsequent engine shutdown, accomplish the following:

(a) Within 25 hours time in service (TIS) after the effective date of this AD, inspect oil scavenge pumps in accordance with the following instructions or Aerostar Aircraft Corporation Service Bulletin (SB) No. SB600-131, dated June 14, 1996.

(1) Remove the oil scavenge pump and inspect for security of the snap ring installation.

(2) Remove the snap ring and washer between the snap ring and bearing, and inspect the snap ring and washer for wear, consisting of thinning or bevelling at the inside diameter. If any wear visible to the naked eye is detected, replace with a serviceable snap ring and washer prior to further flight.

(3) Inspect the shaft groove for round wear on the spline side of the groove. If any wear visible to the naked eye is detected, replace with a serviceable shaft prior to further flight.

(4) If the snap ring is not in the shaft groove, disassemble the entire scavenge pump and inspect for internal damage prior to further flight. If any internal damage is found, replace the oil scavenge pump with a serviceable oil scavenge pump prior to further flight.

(b) Thereafter, at each 100-hour and annual inspection, perform repetitive inspections, and, if necessary, replace with serviceable parts, in accordance with paragraph (a) of this AD.

(c) Accomplishment of the procedures described in Aerostar Aircraft Corporation Service Bulletin No. SB600-131, dated June 14, 1996, constitutes an acceptable alternative method of compliance for the actions required by this AD.

(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, Seattle Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Seattle Aircraft Certification Office.

(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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on February 4, 1997.

James C. Jones,

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 97-4144 Filed 2-19-97; 8:45 am]

BILLING CODE 4910-13-U

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

[Docket No. 96-NM-190-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Raytheon Model DH 125-1A, -3A, and -400A 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 Raytheon Model DH 125-1A, -3A, and -400A series airplanes. This proposal would require a one-time inspection to detect scoring of the upper fuselage skin around the periphery of the cockpit canopy blister interface, and repair, if necessary. This proposal is prompted by reports indicating that scoring of the upper fuselage skin had been detected in that area. The actions specified by the proposed AD are intended to detect and correct scoring of the upper fuselage skin around the periphery of the cockpit canopy blister interface, which could result in reduced structural integrity of the fuselage, and consequent cabin depressurization.

**DATES:** Comments must be received by March 31, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-190-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 Raytheon Aircraft Company, Commercial Service Department, P.O. Box 85, Wichita, Kansas 67201-0085. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas.