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 removing amendment 39–6845 (55 FR 51895, December 18, 1990), and by adding a new airworthiness directive (AD), to read as follows:

Airbus Industrie: Docket 96–NM–11–AD. Supersedes AD 91–01–01, Amendment 39–6845.

Applicability: Model A320 series airplanes; on which a generator control unit (GCU) having part number (P/N) 520915 has not been installed, or on which Airbus Modification 21052 (reference Airbus Service Bulletin A320–24–1022) and Airbus Modification 21736 (reference Airbus Service Bulletin A320–24–1035) have not been accomplished; 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 loss of the standby emergency generation system, which provides necessary back-up capability when both main generators fail, accomplish the following:

Note 2: Airbus Service Bulletin A320–24–1035 and Airbus Service Bulletin A320–24–1022 refer to Vickers Service Bulletin No. 520754–24–01 as an additional source of specific procedural information.

(a) For Model A320–111, –211, and –231 series airplanes; having serial numbers 003 through 058, inclusive, 060 through 067, inclusive, 069 through 072, inclusive, 074 through 083, inclusive, and 085: Within 150 days after January 28, 1991 (the effective date of AD 91–01–01, amendment 39–6845), remove one generator control unit (GCU) identified as 1XE part number (P/N) 520754, and install a modified GCU identified as 1XE, P/N 520915, in accordance with Airbus Service Bulletin A320–24–1035, Revision 1, dated February 27, 1990, or Revision 2, dated June 24, 1994. Following installation, perform an operational test of the emergency generation system, emergency GCU from the centralized fault display system, and the static inverter, in accordance with the service bulletin.

(b) For airplanes not subject to paragraph (a) of this AD: Within 150 days after the effective date of this AD, accomplish either paragraph (b)(1) or (b)(2) of this AD, as applicable.

Note 4: Replacement of the GCU accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A320–24–1035, Revision 1, dated February 27, 1990, is considered acceptable for compliance with the actions specified in this paragraph.

(1) For airplanes equipped with GCU 1XE having P/N 520754: Replace the GCU 1XE, having P/N 520754, in zone 125 of the avionics compartment, with a modified GCU 1XE, having P/N 520915, in accordance with Airbus Service Bulletin A320–24–1035, Revision 2, dated June 24, 1994. Prior to further flight following accomplishment of the replacement, perform an operational test of the affected components in accordance with that service bulletin.

(2) For airplanes equipped with GCU 1XE having P/N 520738: Accomplish the requirements of paragraphs (b)(2)(i) and (b)(2)(ii) of this AD:

(i) Modify the wiring in relay box 103VU, the wiring in power center AC/DC emergency 106VU, and the wiring between 103VU and 106VU, in accordance with Airbus Service Bulletin A320–24–1022, dated June 16, 1989.

(ii) After modifying the wiring, replace the GCU 1XE, having P/N 520738, located in the nose gear well in zone 125, with a modified GCU 1XE, having P/N 520915, in accordance with Airbus Service Bulletin A320–24–1035, Revision 2, dated June 24, 1994. Prior to further flight following accomplishment of the replacement, perform an operational test of the affected components in accordance with that 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 Standardization Branch, 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.

Issued in Renton, Washington, on October 16, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–27121 Filed 10–22–96; 8:45 am]

BILLING CODE 4910–13–P

---

14 CFR Part 39

[Docket No. 96–CE–27–AD]

RIN 2120–AA64

Airworthiness Directives; Beech Aircraft Corporation Model 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to Beech Aircraft Corporation (Beech) Model 1900D airplanes. The proposed action would require inspecting the stabilon attachment angles for the correct thickness, repetitively inspecting for cracks in the attachment angles and replacing the attachment angles with ones of the correct thickness. Recent reports of installing the incorrect size of stabilon attachment angles on certain Beech 1900D airplanes prompted the proposed action. The actions specified by the proposed AD are intended to prevent separation of the stabilon from the airplane, which could cause loss of airplane stability during flight.

DATES: Comments must be received on or before December 30, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96–CE–27–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201–0085. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office,

1801 Airport Rd., Rm. 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4124; facsimile (316) 946–4407.

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 that summarizes 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 No. 96–CE–27–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, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96–CE–27–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has recently been notified that certain stabilons with pre-assembled attachment angles, part number (P/N) 114–620024–43 (left) and P/N 114–620024–44 (right), installed on certain Beech Model 1900D airplanes are undersized and may crack and separate from the fuselage of the airplane. Although there have not been any incidents or accidents, these particular attachment angles, which are .071-inch thick, were not designed for use on the Beech Model 1900D airplane.

Instead, these particular attachment angles were designed for the Beech Model 1900C airplane and are not able to support the increased stabilon load of the Model 1900D airplane. Beech Model 1900D airplanes should have a different stabilon attachment angle installed, having a thickness of .090-inch and having P/N 114–620024–47 (left-hand upper), 114–620024–48 (right-hand upper), 114–620024–49 (left-hand lower), and P/N 114–620024–50 (right-hand lower).

Related Service Information

Beech has issued a Mandatory Service Bulletin (SB) No. 2651, Issued January 1996, which specifies inspecting the stabilon attachment angles for proper thickness, repetitively inspecting for cracks, and replacing the attachment angles if either cracks or incorrect size are found.

Evaluation of All Applicable Information

After examining the circumstances and reviewing all available information related to the conditions described above, the FAA has determined that AD action should be taken to prevent separation of the stabilon from the airplane, which could cause loss of airplane stability during flight.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Beech Model 1900D airplanes of the same type design, the proposed AD would require:

—Inspecting the left (upper and lower) and right (upper and lower) stabilon attachment angles for proper thickness, which is .090-inch thick.

—If the attachment angles are the correct thickness, then no further action is required.

—If the attachment angles are not the correct thickness (.090-inch thick), the proposed AD would require:

—Repetitively inspecting the stabilon attachment angles for visible cracks at intervals not to exceed 50 hours time-in-service (TIS), until cracks are visible or until the replacement of the angles is accomplished.

—Replacing the attachment angles with attachment angles of the correct thickness (.090-inch) when cracks become visible.

—If no cracks are visible during any of the required inspections of the proposed AD, replacing the attachment angles with attachment angles of the correct thickness upon the accumulation of 600 hours TIS, after the effective date of the proposed AD.

—The replacement of the stabilon attachment angles with the correct angles P/N 114–620024–47 (left-hand upper), 114–620024–48 (right-hand upper), 114–620024–49 (left-hand lower), and P/N 114–620024–50 (right-hand lower), at any time after the effective date of the proposed AD will terminate the inspection requirements of the proposed AD.

Cost Impact

The FAA estimates that 215 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 1 hour per airplane to accomplish the proposed initial inspection, and that the average labor rate is approximately $60 an hour. The manufacturer's warranty is providing the labor for the proposed installation and parts at no cost to the owners/operators. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $12,900 or $60 per airplane. This figure is only accounting for the initial inspection and possible replacement of the stabilon attachment angles and is not considering the number of repetitive inspections that may be incurred over the life of the airplane.

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 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) 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 has been placed 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 a new airworthiness directive (AD) to read as follows:

Beech Aircraft Corporation: Docket No. 96–CE–27–AD.

Applicability: Model 1900D airplanes (serial numbers UE–1 through UE–215), 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 (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.

Note 2: The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.
Level 2: (1), (2), (3), etc.
Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

Compliance: Required within the next 50 hours time-in-service (TIS) after the effective date of this AD, and thereafter as indicated in the body of this AD, unless already accomplished.

To prevent separation of the stabilons from the airplane, which could cause loss of airplane stability during flight, accomplish the following:

(a) Inspect the left upper and lower, and the right upper and lower stabilon attachment angles for proper thickness, which is .090-inch, in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beechcraft Mandatory Service Bulletin (MSB) 2651, issued January 1996.

(1) If the attachment angles are the correct thickness, then no further action is required.

(2) If the attachment angles are not the correct thickness, accomplish the following in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beechcraft MSB 2651, issued January 1996:

(i) Repetitively inspect the stabilon attachment angles for cracks, at intervals not to exceed 50 hours TIS, until cracks are visible or until the attachment angles are replaced.

(ii) If cracks are visible, prior to further flight, replace the attachment angles with attachment angles of the correct thickness (.090-inch).

(iii) If no cracks are visible during any of the required inspections of this AD, replace the attachment angles with attachment angles of the correct thickness (.090-inch) upon the accumulation of 600 hours TIS, after the effective date of this AD.

(b) The replacement of the correct stabilon attachment angles at any time after the effective date of this AD will terminate the repetitive inspection requirements of this AD.

(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) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Rd., Rm. 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

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

(e) All persons affected by this directive may obtain copies of this document referred to herein upon request to Beech Aircraft Corporation, P. O. Box 85, Wichita, Kansas 67201–0085; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on October 16, 1996.

Bobby W. Sexton,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–27138 Filed 10–22–96; 8:45 am]

BILLING CODE 4910–13–U

---

14 CFR Part 39

[Docket No. 96–NM–243–AD]

RIN 2120–AA64

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of an existing airworthiness directive (AD), applicable to certain Jetstream Model 4101 airplanes, that currently requires a one-time inspection of the airplane records to determine the serial number, the total number of hours time-in-service accumulated, and the date of installation of the yaw damper servo in the autopilot system; and to determine the date of installation of a particular kit, if installed. That AD also requires removing and replacing the yaw damper servo, or rendering the yaw damper servo inoperative. The actions specified by that AD are intended to prevent overheat failure of the Flight Control Computer (FCC), which could result in smoke in the flight deck that could inhibit the ability of the flightcrew to safely operate and land the airplane. This action would require installation of circuit breakers on the avionics relay panel, which, when accomplished, would constitute terminating action for the previous requirements of the AD.

DATES: Comments must be received by December 3, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–243–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 Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055–4056; telephone (206) 227–2148; 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