structural integrity of the elevator and consequent flutter instability if coupled with other structural failures.

Explanation of Relevant Service Information

The FAA has reviewed and approved Lockheed Service Bulletin 093–55–031, dated April 26, 1996, which describes procedures for repetitive external visual inspections and internal borescope inspections to detect discrepancies (i.e., loose/missing fasteners or rivets, sponginess, sheared rivets, fretting, damage, and cracking) of the elevator assembly; and repair/modification, if necessary.

Explanation of Requirements of Proposed Rule

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 repetitive external visual inspections and internal borescope inspections to detect discrepancies (i.e., loose/missing fasteners or rivets, sponginess, sheared rivets, fretting, damage, and cracking) of the elevator assembly; and repair/modification of any discrepancy. The actions would be required to be accomplished in accordance with the service bulletin described previously.

Cost Impact

There are approximately 235 Lockheed Model L–1011–385 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 117 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 20 work hours per airplane to accomplish the proposed actions, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be $140,400, or $1,200 per airplane.

The cost impact figure discussed above is 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:

Lockheed: Docket 96–NM–256–AD.

Applicability: All Model L–1011–385 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 detect and correct fretting at the diagonal truss to web joint of the elevator, and cracking in the cap fillet radius adjacent to the joint, which could result in reduced structural integrity of the elevator and consequent flutter instability if coupled with other structural failures, accomplish the following:

(a) Within 12 months after the effective date of this AD, perform an external visual inspection and internal borescope inspection to detect discrepancies (i.e., loose/missing fasteners or rivets, sponginess, sheared rivets, fretting, damage, and cracking) of the elevator assembly, in accordance with Part I of the Accomplishment Instructions of Lockheed L–1011 Service Bulletin 093–55–031, dated April 26, 1996. Repeat the inspections thereafter at intervals not to exceed 18 months.

(b) If any discrepancy is detected during any inspection required by this AD, prior to further flight, accomplish the repair/modification in accordance with Part II of the Accomplishment Instructions of the service bulletin. Repeat the inspections required by paragraph (a) of this AD thereafter at intervals not to exceed 18 months.

(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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(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 May 5, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–12252 Filed 5–8–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–212–AD]

RIN 2120–AA64

Airworthiness Directives; Saab Model SAAB SF340A, SAAB 340B, and SAAB 2000 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 Saab Model SAAB SF340A, SAAB 340B, and SAAB 2000 series airplanes. This proposal would require repetitive operational tests of the pitch trim system of the elevator trim-tab of the flight control unit to ensure that the system operates correctly, and repair, if necessary. This proposal is prompted by a report of uncommanded movement of the right-hand elevator trim-tab to a maximum deflection position, which was apparently due to a failure in the aircraft harness and a fault in the pitch trim synchronizer. The actions specified by the proposed AD are intended to prevent such uncommanded movement of the elevator trim-tab, which could lead to structural overload of the horizontal stabilizers at speeds above 180 knots, and resultant reduced controllability of the airplane.

DATES: Comments must be received by June 20, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–212–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 SAAB Aircraft AB, SAAB Aircraft Product Support, S–581.88, Linköping, Sweden. 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 (425) 227–1721; fax (425) 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–212–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–212–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The Luftfartsverket (LFV), which is the airworthiness authority for Sweden, notified the FAA that an unsafe condition may exist on certain Saab Model SAAB SF340A, SAAB 340B, and SAAB 2000 series airplanes. The LFV advises of a report of uncommanded movement of the right-hand elevator trim-tab to a position of maximum deflection on a Model SAAB 340 series airplane. Uncommanded movement of the right-hand elevator trim-tab may be caused by a combination of factors, such as a failure of the aircraft harness and a fault in the pitch trim synchronizer. Such uncommanded movement could result in the elevator trim-tab moving to a maximum deflection position and a split occurring in the elevator position. Uncommanded movement of the right-hand elevator trim-tab due to failure of the aircraft harness and a fault in the pitch trim synchronizer, if not prevented, could lead to a structural overload of the horizontal stabilizers at speeds above 180 knots, and result in reduced controllability of the airplane.

Similar Models Subject to the Unsafe Condition

This problem also could occur on certain Model SAAB 2000 series airplanes that have mechanically controlled elevator control systems, because the pitch trim system is the same.

Explanation of Relevant Service Information

Saab has issued Service Bulletin 340–27–079 (for certain Model SAAB SF340A and SAAB 340B series airplanes); and Service Bulletin 2000–27–018 (for certain Model SAAB 2000 series airplanes); both dated December 22, 1995. These service bulletins describe procedures for repetitive operational tests of the pitch trim system that moves the elevator trim-tab of the flight control unit to ensure that the system operates correctly. Accomplishment of these operational tests will ensure that the standby trim switch operates correctly when commanded to the maximum up position, and continues to operate correctly when the reset button is pushed. A similar operational test ensures that the standby trim switch also operates correctly in the maximum down position.

The LFV classified the two service bulletins as mandatory and issued Swedish airworthiness directive (SAD) 1–083, Revision 1, dated January 2, 1996, in order to assure the continued airworthiness of these airplanes in Sweden.

FAA's Conclusions

These airplane models are manufactured in Sweden and are 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 LFV has kept the FAA informed of the situation described above. The FAA has examined the findings of the LFV, 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 registered in the United States, the proposed AD would require repetitive operational tests of the pitch trim system that moves the elevator trim-tab of the flight control unit to ensure that the system operates correctly, and repair, if necessary. The repair would be required to be accomplished in accordance with a method approved by the FAA. Other actions would be required to be accomplished in accordance with the

two service bulletins described previously.

Interim Action

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

Cost Impact

The FAA estimates that 235 Model SAAB SF340A and SAAB 340B series airplanes of U.S. registry would be affected by this proposed AD. Currently, there are no Model SAAB 2000 series airplanes of U.S. registry that would be affected by this proposed AD. It would take approximately 1 work hour per airplane to accomplish the proposed actions, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be $14,100, or $60 per airplane, per operational test.

The cost impact figure discussed above is 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:

Saab Aircraft AB: Docket 96–NM–212–AD.

Applicability: Model SAAB SF340A series airplanes, serial numbers −004 through −159 inclusive; Model SAAB 340B series airplanes, serial numbers −160 and subsequent; and Model SAAB 2000 series airplanes, serial numbers −005 and −007 through −009 inclusive; 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 uncommanded movement of the right-hand elevator trim-tab to a maximum deflection position, which could lead to structural overload of the horizontal stabilizers at speeds above 180 knots, and resultant reduced controllability of the airplane, accomplish the following:

(a) Within 150 hours time-in-service after the effective date of this AD, perform an operational test of the pitch trim system that moves the elevator trim-tab of the flight control unit to ensure that the system operates correctly, in accordance with Saab Service Bulletin 340–27–079 (for Model SAAB SF340A and SF340B series airplanes); and 2000–27–018 (for Model SAAB 2000 series airplanes); both dated December 22, 1995; as applicable.

(1) If no discrepancy is found, repeat the operational test of the pitch trim system thereafter at intervals not to exceed 150 hours time-in-service.

(2) If any discrepancy is found, prior to further flight, repair the system in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(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. 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 May 5, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–12251 Filed 5–8–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–AAL–4]

Proposed Revision of Class E Airspace; Kodiak, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This action revises Class E airspace at Kodiak, AK. The creation of the CHINI fix on the front course of the localizer to runway (RWY) 25 at Kodiak, AK, has made this action necessary. Holding is established at CHINI from 1,600 feet MSL through 6,000 feet MSL. The protected airspace needed for the CHINI holding pattern at these altitudes will extend beyond the currently established Class E airspace. The area would be depicted on aeronautical charts for pilot reference. The intended effect of this proposal is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Kodiak, AK.

DATES: Comments must be received on or before June 13, 1997.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, System Management Branch, AAL–530, Docket No. 97–AAL–4, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587.

The official docket may be examined in the Office of the Assistant Chief