

**Subject: Public Meeting on the Pilot Operator Licensing Initial Examination Process**

Dated at Rockville, Maryland, this 11th day of August 1995.

For the Nuclear Regulatory Commission.

**Anthony J. Mendiola,**

*Assistant Chief, Operator Licensing Branch, Division of Reactor Controls and Human Factors, Office of Nuclear Reactor Regulation.*

**Attachment to Public Meeting on the Operator Licensing, Initial Examination Process Revision**

**Registration Form**

United States Nuclear Regulatory Commission

Pilot Operator Licensing Initial Examination Process Workshop

September 26, 1995  
(PLEASE PRINT)

Name: \_\_\_\_\_  
(Last) (First) (Middle Initial)

Company/Organization: \_\_\_\_\_

Position/Title: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Send registration form to: Lawrence Vick, 0-10-D-22, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, FAX 301-415-2260

[FR Doc. 95-20511 Filed 8-18-95; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 95-CE-36-AD; Amendment 39-9336; AD 95-17-07]

**Airworthiness Directives; Fairchild Aircraft SA226 Series Airplanes**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Fairchild Aircraft SA226 series airplanes. This action requires removing the main landing gear (MLG) stop bolts from the bracket assembly on the upper scissors for those airplanes with a MLG door stop installation, and servicing the MLG oleos for all affected airplanes. Incidents where two of the affected airplanes made an emergency gear-up landing

prompted this action. The actions specified by this AD are intended to prevent the MLG doors from jamming, which could prevent the gear from extending and could result in an emergency gear-up landing.

**DATES:** Effective August 28, 1995.

Comments for inclusion in the Rules Docket must be received on or before October 16, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-36-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; telephone (210) 824-9421. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-36-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

**FOR FURTHER INFORMATION CONTACT:** Mr. Werner Koch, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5133; facsimile (817) 222-5960.

**SUPPLEMENTARY INFORMATION:** The FAA has received reports of two incidents where a Fairchild Aircraft SA226 series airplane made an emergency main gear-up landing when the main landing gear (MLG) door stop bolts and striker plate hardware jammed and prevented the MLG from extending. Investigation revealed that misalignment of the bolts and striker caused this jamming. This misalignment occurred because the gear did not fully extend upon gear retraction after the previous take-off, which was caused by low hydraulic fluid in the strut.

The landing gear oleos on these airplanes can fail to fully extend on takeoff when the hydraulic fluid upper chamber is under-serviced. Hydraulic servicing of the struts is not part of the affected airplanes' regular maintenance program. The FAA has requested that Fairchild Aircraft include hydraulic servicing as part of the maintenance program in the future. In the meantime, the FAA has determined that the struts should be serviced within a certain period of time to ensure that a low hydraulic fluid level does not exist in the strut.

In addition, Fairchild Aircraft Service Bulletin (SB) 226-32-043, Revised: September 6, 1983, specifies procedures for a MLG door stop installation. The

FAA has determined that problems could occur on airplanes with this door stop installation. If the MLG oleo fails to fully extend upon gear retraction, the door stop bolts are positioned differently as they are attached to the upper torque links. This can force the stop bolts against the striker plate attach bolts, which can jam the doors and could prevent subsequent gear extension. Normally, the gear squat switch would prevent the gear from retracting if the "air" position was not achieved; however, the tolerance of the position of the "make-break" point of the switch is such that retraction is initiated even if the oleo has not fully extended.

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that (1) the stop bolts on the bracket assembly upper scissors should be removed from those airplanes with a MLG door stop that has been installed in accordance with Fairchild Aircraft SB 226-32-043, Revised: September 6, 1983; (2) the MLG oleos on the SA226 series airplanes should be serviced within a certain period of time; and (3) AD action should be taken to mandate these actions in order to prevent the MLG doors from jamming, which could prevent the gear from extending and could result in an emergency gear-up landing.

Since an unsafe condition has been identified that is likely to exist or develop in other Fairchild Aircraft SA226 series airplanes of the same type design, this AD requires removing the stop bolts from the bracket assembly on the upper scissors for those airplanes with a MLG door stop installation, and servicing the MLG oleos for all affected airplanes.

Since a situation exists (possible emergency gear-up landing) that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

**Comments Invited**

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this 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 will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD 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. 95-CE-36-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation and that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not

required). A copy of it, if filed, may be obtained from the Rules Docket.

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

Air transportation, Aircraft, Aviation safety, 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 USC 106(g), 40101, 40113, 44701.

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

95-17-07 **Fairchild Aircraft:** Amendment 39-9336; Docket No. 95-CE-36-AD.

**Applicability:** The following airplane models and serial numbers, certificated in any category:

Model	Serial Nos.
SA226-T .....	T201 through T75 and T77 through T291.
SA226-T(B) .....	T(B)276 and T(B)292 through T(B)417.
SA226-AT .....	AT001 through AT074.
SA226-TC .....	TC201 through TC419.

**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 use the authority provided in paragraph (d) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or

repair remove any airplane from the applicability of this AD.

**Compliance:** Required as indicated in the body of this AD.

To prevent the main landing gear (MLG) doors from jamming, which could prevent the gear from extending and could result in an emergency gear-up landing, accomplish the following:

(a) For airplanes with the MLG door stop that has been installed in accordance with Fairchild Aircraft SA226-32-043, Revised: September 6, 1983, within the next 50 hours time-in-service after the effective date of this AD, unless already accomplished, remove the part number (P/N) 27K51001-007 bolts (4 each) or alternate P/N NAS 428-3-13 bolts and jam nuts, P/N NAS 509-3 (4 each), from the P/N 27K51001-003 bracket assembly.

(b) For all affected airplanes, within the next 50 hours TIS after the effective date of this AD, unless already accomplished within the last 400 hours TIS, accomplish the "Fluid Servicing—Landing Gear" instructions in SA226 Maintenance Manual 32-00-00, paragraph 1C.

(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 compliance time that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

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

(e) All persons affected by this directive may obtain copies of Fairchild Aircraft Service Bulletin 226-32-043, Revised: September 6, 1983, or page 1C of SA226 Maintenance Manual 32-00-00 upon request to Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; or may examine this service bulletin at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment (39-9336) becomes effective on August 28, 1995.

Issued in Kansas City, Missouri, on August 10, 1995.

**Gerald W. Pierce,**  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.

[FR Doc. 95-20278 Filed 8-18-95; 8:45 am]

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