airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact on U.S. operators of the proposed requirements of this AD is estimated to be $699,600, or $600 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–6433 (55 FR 601, January 8, 1990), and by adding a new airworthiness directive (AD), to read as follows:

Boeing: Docket 95–NM–223–AD. Supersedes AD 90–02–19, Amendment 39–6433.

Applicability: All Model 727 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 (f) 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 failure of the main landing gear (MLG) to extend for landing and subsequent damage to the airplane, accomplish the following:

(a) Perform either a high frequency eddy current or dye penetrant inspection to detect cracking of the actuator rib fitting of the MLG in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995, at the later of the times specified in either paragraph (a)(1) or (a)(2) of this AD.

(1) Prior to the accumulation of 20,000 total flight cycles; or

(2) Prior to the accumulation of 1,000 flight cycles after the effective date of this AD, or within 2,500 flight cycles after the immediately preceding inspection performed in accordance with AD 90–02–19, amendment 39–6433, whichever occurs earlier.

(b) If no cracking is detected during the inspection required by paragraph (a) of this AD, prior to further flight, modify the rib fitting assembly in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995. Within 7,500 flight cycles after accomplishing this modification, perform either a high frequency eddy current or dye penetrant inspection to detect cracking of the modified actuator rib fitting of the MLG in accordance with the alert service bulletin. Repeat the inspection thereafter at intervals not to exceed 2,500 flight cycles, until the fitting is replaced in accordance with paragraph (d) of this AD.

(c) If any cracking is detected during the inspections required by either paragraph (a) or (b) of this AD, prior to further flight, replace the currently installed aluminum rib fitting with a new steel rib fitting, in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995. Such replacement constitutes terminating action for the requirements of this AD.

(d) Replacement of the currently installed aluminum rib fitting with a new steel rib fitting in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995, constitutes terminating action for the requirements of this AD.

(e) As of the effective date of this AD, no person shall install an aluminum rib fitting on any airplane unless that fitting has been previously modified in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995.

(f) 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 (ACO), 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, Seattle ACO.

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

(g) 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 March 26, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–7855 Filed 3–29–96; 8:45 am]

BILLING CODE 4910–13–P

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14 CFR Part 39

[Docket No. 95–NM–151–AD]

Airworthiness Directives; Fokker Model F28 Series Airplanes (Excluding Fokker Model F28 Mark 0100 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 Fokker Model F28 series airplanes. This proposal would require replacement of certain junction fittings of the horizontal stabilizer with improved fittings. For certain airplanes, the proposal also would require replacement of the drive-fitting bushings and bolts of the horizontal stabilizer with improved bushings and bolts. This proposal is prompted by reports of stress corrosion cracking in a junction fitting lug of the horizontal stabilizer. The actions specified by the proposed AD are intended to prevent such cracking, which could result in failure of a lug and uncommanded movement of the horizontal stabilizer. This condition, if not corrected, could result in reduced controllability of the airplane.

DATES: Comments must be received by May 9, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–151–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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Dulin, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055–4056; telephone (206) 227–2141; 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 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 95–NM–151–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. 95–NM–151–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, notified the FAA that an unsafe condition may exist on certain Fokker Model F28 series airplanes. The RLD advises that it has received several reports indicating that cracking was found in the right-hand upper lug of the junction fitting of the horizontal stabilizer on these airplanes. This cracking has been attributed to stress corrosion. Such cracking can result in failure of a lug. Although ultimate load can be carried by the structure with one lug failure, uncommanded movement of the horizontal stabilizer can occur. This condition, if not corrected, could result in reduced controllability of the airplane.

Fokker has issued Service Bulletin F28/55–029, Revision 1, dated January 23, 1993, which describes procedures for replacement of aluminum 7079 junction fittings (left and right) of the horizontal stabilizer with improved junction fittings made from aluminum 7075, which is much less sensitive to stress corrosion cracking. For certain airplanes, the service bulletin also describes procedures for replacement of the drive-fitting bushings and bolts of the horizontal stabilizer with new bushings and bolts made from a different material having improved resistance to corrosion. The RLD classified this service bulletin as mandatory and issued Dutch airworthiness directive BLA 92–119, dated October 23, 1992, in order to assure the continued airworthiness of these airplanes in the Netherlands.

This airplane model is manufactured in the Netherlands and is 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 RLD has kept the FAA informed of the situation described above. The FAA has examined the findings of the RLD, 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.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, the proposed AD would require replacement of aluminum 7079 junction fittings (left and right) of the horizontal stabilizer with improved fittings made from aluminum 7075. For certain airplanes, the proposed AD also would require replacement of the drive-fitting bushings and bolts of the horizontal stabilizer with new bushings and bolts made from a different material having improved resistance to corrosion. The actions would be required to be accomplished in accordance with the service bulletin described previously.

Operators should note that the compliance time specified in the Dutch airworthiness directive for accomplishment of the replacements differs from that specified in this proposed AD. In developing an appropriate compliance time, the FAA considered the safety implications, parts availability, and normal maintenance schedules for timely accomplishment of the replacements. In light of these items, the FAA has determined that 18 months for compliance is appropriate.

The FAA estimates that 14 airplanes of U.S. registry would be affected by this proposed AD.

For airplanes on which replacement of aluminum 7079 junction fittings with improved fittings is required, the FAA estimates that it would take approximately 430 work hours per airplane to accomplish the replacement, at an average labor rate of $60 per work hour. Required parts would cost approximately $40,000 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators for replacement of aluminum 7079 fittings is estimated to be $65,800 per airplane.

For airplanes on which replacement of the drive-fitting bushings and bolts on the horizontal stabilizer with new bushings and bolts is required, the FAA estimates that it would take approximately 10 work hours per airplane to accomplish the replacement, at an average labor rate of $60 per work hour. Required parts would cost approximately $2,100 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators for replacement of the drive-fitting bushings and bolts is estimated to be $2,700 per airplane.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

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

Fokker: Docket 95–NM–151–AD.

Applicability: Model F28 series airplanes (excluding Model F28 Mark 0100 series airplanes); serial numbers 11003 through 11151 inclusive, 11991, and 11992; 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.

Compliance: Required as indicated, unless accomplished previously.

To prevent stress corrosion cracking of the junction fitting lug of the horizontal stabilizer, which could result in failure of the lug and uncommanded movement of the horizontal stabilizer, and subsequent reduced controllability of the airplane; accomplish the following:

(a) Within 18 months after the effective date of this AD, replace the aluminum 7079 junction fittings (left and right) of the horizontal stabilizer with improved fittings made from aluminum 7075, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin F28/55–029, Revision 1, dated January 23, 1993.

(b) For airplanes on which the drive-fitting bushings and bolts of the horizontal stabilizer have not been replaced in accordance with Fokker Service Bulletin F28/55–24: Within 18 months after the effective date of this AD, replace the drive-fitting bushings and bolts of the horizontal stabilizer with new bushings and bolts, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin F28/55–029, Revision 1, dated January 23, 1993.

(c) Accomplishment of the replacements required by paragraphs (a) and (b) of this AD constitute terminating action for the inspections identified as item 55–50–05 in the Fokker Structural Integrity Program (SIP) Document 28438, Part 1, revised up through October 15, 1992, which are required by AD 93–13–04, amendment 39–8617 (58 FR 38513, July 19, 1993). Once these replacements are accomplished, the life limits of the fitting lugs (identified as items 55–50–01 and 55–50–02 in the SIP Document) no longer apply.

(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.

Issued in Renton, Washington, on March 26, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–7854 Filed 3–29–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–170–AD]

Airworthiness Directives; Fokker Model F28 Series Airplanes (Excluding Model F28 Mark 0100 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 Fokker Model F28 series airplanes. This proposal would require a one-time detailed visual inspection to detect cracking of the elevator gust lock housing and the gust lock support structure, and repair or replacement of cracked parts. This proposal is prompted by a report of failure of an elevator gust lock housing due to fatigue cracking. The actions specified by the proposed AD are intended to prevent fatigue cracking of the elevator gust lock housing and the gust lock support structure, which could result in loss of the elevator and the support structure, and subsequent possible loss of primary pitch control.

DATES: Comments must be received by May 9, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–170–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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Connie Beane, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055–4056; telephone (206) 227–2796; 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