

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 (e) 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:** Within the next 3 calendar months after the effective date of this AD, unless already accomplished (compliance with AD 90-12-08), and thereafter at intervals not to exceed 24 calendar months.

To prevent failure of the tailplane structure caused by cracked tailplane main rib forward flanges or main rib forward lower flanges at the tailplane front attachment fitting, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Inspect, using dye penetrant methods, the tailplane main rib forward flanges and the main rib forward lower flanges at the tailplane front attachment fitting in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of de Havilland SB No. 3/46, Revision B, dated December 1, 1989.

Note 2: Pay particular attention to the front attachment fitting area.

(b) Prior to further flight, repair any tailplane main rib forward flange or main rib forward lower flange found cracked during any inspection required by this AD. Accomplish this repair in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of de Havilland SB No. 3/46, Revision B, dated December 1, 1989.

(c) Installing tailplane root rib angles and plates of improved design (Modification 3/935) in accordance with de Havilland SB 3/50, Revision A, dated February 17, 1995, terminates the repetitive inspection requirement of this AD. Modification 3/935 may be incorporated at any time provided that any tailplane main rib forward flange or main rib forward lower flange found cracked during any inspection required by this AD is repaired.

(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.

(e) 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, New York Aircraft Certification Office, 10 5th St., 3rd Floor, Valley Stream, New York 11581. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York Aircraft Certification Office.

(f) Alternative methods of compliance approved in accordance with AD 90-12-08 (superseded by this action) are considered approved as alternative methods of compliance with this AD.

(g) The inspections, repairs, and replacements required by this AD shall be done in accordance with de Havilland Service Bulletin No. 3/46, Revision B, dated December 1, 1989, and de Havilland Service Bulletin No. 3/50, Revision A, dated February 17, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bombardier Inc. (the parent company of de Havilland), Bombardier Regional Aircraft Division, Garrett Boulevard, Downsview, Ontario, Canada M3K 1Y5; telephone (416) 633-7310. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(h) This amendment supersedes AD 90-12-08, Amendment 39-6622.

(i) This amendment (39-9578) becomes effective on May 17, 1996.

Issued in Kansas City, Missouri, on April 18, 1996.

Henry A. Armstrong,  
*Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.*

[FR Doc. 96-10076 Filed 5-2-96; 8:45 am]

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#### 14 CFR Part 39

[Docket No. 95-CE-50-AD; Amendment 39-9585; AD 96-09-09]

RIN 2120-AA64

#### Airworthiness Directives; I.A.M. Rinaldo Piaggio S.p.A. Model P 180 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to I.A.M. Rinaldo Piaggio S.p.A. Model P 180 series airplanes. This action requires installing a shield on the front section of the engine cradle. A report of power control jamming as a result of freezing conditions during a high altitude flight prompted this AD action. The actions specified by this AD are intended to prevent loss of engine power or the propeller controls from jamming as a result of freezing rain entering the engine nacelle, which, if

not detected and corrected, could result in loss of control of the airplane.

**DATES:** Effective June 7, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 7, 1996.

**ADDRESSES:** Service information that applies to this AD may be obtained from I.A.M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154, Genoa, Italy. 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-50-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Ms. Dorenda Baker, Program Manager, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 513-3830, ext. 2716; facsimile (322) 230-6899; or Mr. Roman T. Gabrys, Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64105; telephone (816) 426-6932; facsimile (816) 426-2169.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to I.A.M. Rinaldo Piaggio S.p.A. Model P 180 series was published in the Federal Register on October 4, 1995 (60 FR 51944). The action proposed to require installing a shield on the front section of the engine cradle. Accomplishment of this action would be in accordance with Piaggio Service Bulletin (SB) 80-0066; Original Issue December 12, 1994.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 5 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 2

workhours per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts will be furnished by the manufacturer at no cost to the owner/operators. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$600. This figure is based on the assumption that none of the affected airplanes have shields installed and that none of the affected owners/operators have modified the airplanes.

The compliance time of this AD is presented in both hours time-in-service (TIS) and calendar time. The FAA has determined that including calendar time compliance is also necessary because the unsafe condition is the result of adverse weather conditions which can affect the nacelle and power controls while not in use as well as in flight. Therefore, to ensure that the above-described condition is detected and corrected on all airplanes within a reasonable period of time without inadvertently grounding any airplanes, a compliance schedule based upon both TIS and calendar time is required.

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.

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) 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 final 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, Incorporation by reference, 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 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:

96-09-09 I.A.M. Rinaldo Piaggio S.P.A.: Amendment 39-9585; Docket No. 95-CE-50-AD.

*Applicability:* Model P 180 Series Airplanes (serial numbers 1001, 1002, 1004, and 1006 through 1033), 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 within the next 100 hours time-in service (TIS), or within the next 3 calendar months, whichever occurs later, after the effective date of this AD, unless already accomplished.

Note 2: The compliance time in this AD takes precedence over the compliance time reflected in Piaggio Service Bulletin 80-0066, Original Issue, December 12, 1994.

To prevent loss of engine power or the propeller controls from jamming, as a result of freezing rain entering the engine nacelle, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Modify the nacelle by installing a shield on the front section of the engine cradle, in accordance with the ACCOMPLISHMENT INSTRUCTIONS section in Piaggio Service Bulletin (SB) No. 80-0066; Original Issue: December 12, 1994.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium or Mr. Roman T. Gabrys, Project Officer, Small Airplane Directorate, Airplane Certification Service,

FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Office.

(d) The modifications required by this AD shall be done in accordance with Piaggio Service Bulletin No. 80-0066; Original Issue: December 12, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from I.A.M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154, Genoa, Italy. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment (39-9585) becomes effective on June 7, 1996.

Issued in Kansas City, Missouri, on April 23, 1996.

Henry A. Armstrong,  
*Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.*

[FR Doc. 96-10581 Filed 5-2-96; 8:45 am]

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### 14 CFR Part 39

[Docket No. 95-SW-23-AD; Amendment 39-9605; AD 96-09-29]

### Airworthiness Directives; Robinson Helicopter Company Model R22 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to Robinson Helicopter Company (Robinson) Model R22 helicopters, that requires replacement of the upper V-belt sheave (sheave). This amendment is prompted by three reports of cracks in the flange of the sheave. The actions specified by this AD are intended to prevent failure of the sheave, which could result in damage to other drive system components, and subsequent loss of control of the helicopter.

**DATES:** Effective June 7, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 7, 1996.

**ADDRESSES:** The service information referenced in this AD may be obtained