

airplane. Based on these figures, the cost impact of the replacement of the rudder control rod proposed by this AD on U.S. operators is estimated to be \$935 per airplane.

The cost impact figures discussed above are 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:

Fokker: Docket 96-NM-80-AD.

*Applicability:* All Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 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 (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 an impact overload and consequent cracking of the subject parts, which could result in reduced structural integrity of the rudder horn assembly or loss of rudder control, and, consequently, lead to reduced controllability of the airplane, accomplish the following:

(a) Within 18 months after the effective date of this AD, accomplish paragraph (a)(1) and (a)(2) of this AD, as applicable, in accordance with Fokker Service Bulletin F27/27-131, Revision 1, dated June 15, 1994.

(1) For all airplanes: Replace the rudder horn assembly, having part number (P/N) 3401-042-901 or 3401-042-401, with a new rudder horn assembly, having P/N F3402-070-407, in accordance with Part 1 of the Accomplishment Instructions of the service bulletin.

(2) For airplanes having serial numbers 10102, and 10105 through 10165 inclusive: Replace the rudder control rod, having P/N 5233-018-xxx, with a new rudder control rod, having P/N F8507-052-403, in accordance with Part 2 of the Accomplishment Instructions of the service bulletin.

(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, 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.

(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 August 20, 1996.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-21745 Filed 8-26-96; 8:45 am]

BILLING CODE 4910-13-U

#### **14 CFR Part 39**

[Docket No. 96-NM-48-AD]

RIN 2120-AA64

#### **Airworthiness Directives; British Aerospace Model BAe 146 Series Airplanes and Model Avro 146-RJ 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 British Aerospace Model BAe 146 series airplanes and Model Avro 146-RJ series airplanes. This proposal would require inspections to detect leakage of hydraulic fluid from the lock jack assemblies of the main landing gear (MLG), and eventual replacement of those assemblies with new or serviceable assemblies. This proposal is prompted by reports of leakage of hydraulic fluid from lock jack assemblies due to a manufacturing forging defect that extends through the wall of the lock jack assembly. The actions specified by the proposed AD are intended to prevent leakage of hydraulic fluid from the lock jack assemblies of the MLG, which, in conjunction with a hot brake, could cause a fire in the MLG bay.

**DATES:** Comments must be received by October 7, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-48-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 British Aerospace Holding, Inc., Avro International Aerospace Division, P.O. Box 16039, Dulles International Airport, Washington, DC 20041-6039. This information may be examined at the FAA, Transport Airplane Directorate,

1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Tim Backman, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; 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 96-NM-48-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-48-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

**Discussion**

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on certain British Aerospace Model BAe 146 series airplanes and Model Avro 146-RJ series airplanes. The CAA advises that a batch of lock jack assemblies of the main landing gear (MLG) has been manufactured with a forging defect as a result of the use of

defective material in the bodies of the lock jack assemblies. This defect extends through the wall of the lock jack assembly, and allows the lock jack assembly to leak hydraulic fluid. The discrepant lock jack assemblies are identifiable by serial number. Hydraulic fluid leaking from the lock jack assembly, occurring concurrently with a hot brake, could result in a fire in the MLG bay.

The lock jack assemblies of the MLG installed on British Aerospace Model BAe 146 series airplanes are identical to those installed on British Aerospace Model Avro 146-RJ series airplanes; therefore, both of these models may be subject to this same unsafe condition.

**Explanation of Relevant Service Information**

British Aerospace has issued Inspection Service Bulletin SB 32-103, Revision 1, dated February 22, 1991. This service bulletin describes procedures for identifying affected lock jack assemblies by serial number, and provides procedures to repetitively inspect certain of those assemblies to detect leakage of hydraulic fluid, and replace the assemblies with a new or serviceable assembly, if necessary. The service bulletin also describes procedures to eventually replace the lock jack assemblies with a new or serviceable assembly that does not require accomplishment of the inspections specified in this service bulletin. The CAA classified those procedures in this service bulletin as mandatory in order to assure the continued airworthiness of these airplanes in the United Kingdom.

**FAA's Conclusions**

These airplane models are manufactured in the United Kingdom 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 CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, 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 the 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, this AD is being issued to prevent leakage of hydraulic fluid from the lock jack assemblies of the main landing gear (MLG), which, in conjunction with a hot brake, could cause a fire in the MLG bay. This AD would require an inspection to identify affected lock jack assemblies by serial number. This AD also would require repetitive inspections of certain lock jack assemblies to detect leakage of hydraulic fluid from the lock jack assemblies, and, if leakage is detected, replacement of the lock jack assemblies with new or serviceable assemblies. This AD also would require eventual replacement of the lock jack assemblies with new or serviceable assemblies. The actions would be required to be accomplished in accordance with the service bulletin described previously.

**Cost Impact**

The FAA estimates that 52 airplanes of U.S. registry would be affected by this proposed AD.

To accomplish the proposed inspections would take approximately 1 work hour per airplane, per inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed inspections on U.S. operators is estimated to be \$3,120, or \$60 per airplane, per inspection cycle.

To accomplish the proposed replacement of the lock jack assembly would take approximately 1 work hour per airplane, at an average labor rate of \$60 per work hour. Required parts would be provided by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the proposed replacement on U.S. operators is estimated to be \$3,120, or \$60 per airplane.

The cost impact figures discussed above are 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 USC 106(g), 40113, 44701.

#### **§ 39.13 [Amended]**

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

British Aerospace Regional Aircraft Limited, Avro International Aerospace Division (formerly British Aerospace, plc; British Aerospace Commercial Aircraft Limited): Docket 96-NM-48-AD.

*Applicability:* Model BAe 146 series airplanes and Model Avro 146-RJ series airplanes having lock jack assemblies of the main landing gear as listed in British Aerospace Inspection Service Bulletin SB 32-103, Revision 1, dated February 22, 1991; certified 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 (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 leakage of hydraulic fluid from the lock jack assemblies of the main landing gear (MLG), which, in conjunction with a hot brake, could cause a fire in the MLG bay; accomplish the following:

(a) Within 30 days after the effective date of this AD, verify the serial number of all lock jack assemblies, part number 104275001, of the MLG.

Note 2: Verification may be accomplished by a review of appropriate records.

(1) If no lock jack assembly has a serial number as listed in British Aerospace Inspection Service Bulletin SB 32-103, Revision 1, dated February 22, 1991, no further action is required by this paragraph.

(2) If any lock jack assembly has a serial number as listed in British Aerospace Inspection Service Bulletin SB 32-103, Revision 1, dated February 22, 1991, prior to further flight, perform a visual inspection to detect any leakage of hydraulic fluid from the lock jack assembly, in accordance with the service bulletin.

(i) If no leakage of hydraulic fluid is detected, thereafter, repeat the inspection at intervals not to exceed 30 days, until the requirements of paragraph (b) of this AD are accomplished.

(ii) If any leakage of hydraulic fluid is detected, prior to further flight, replace the lock jack assembly with a new or serviceable unit that does not have one of those serial numbers, in accordance with the service bulletin.

(b) Within 6 months after the effective date of this AD, replace any lock jack assembly having a serial number listed in British Aerospace Inspection Service Bulletin SB 32-103, Revision 1, dated February 22, 1991, with a new or serviceable assembly that does not have one of those serial numbers, in accordance with the service bulletin.

(c) As of the effective date of this AD, no person shall install a lock jack assembly, having any serial number listed in British Aerospace Inspection Service Bulletin SB 32-103, Revision 1, dated February 22, 1991, on any airplane.

(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 3: 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 August 20, 1996.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-21744 Filed 8-26-96; 8:45 am]

**BILLING CODE 4910-13-U**

#### **14 CFR Part 71**

[Airspace Docket No. 96-AWP-19]

#### **Proposed Revocation of Class D Airspace; Alameda, CA**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to revoke the Class D airspace area at Alameda, CA. The base closure of Alameda Naval Air Station (NAS) has made this action necessary. The intended effect of this action is to revoke controlled airspace since the purpose and requirements for the surface area no longer exist at Alameda NAS (Nimitz Field), CA.

**DATES:** Comments must be received on or before September 20, 1996.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Attn: Manager, Operations Branch, AWP-530, Docket No. 96-AWP-19, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California, 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California, 90261.

An informal docket may also be examined during normal business at the Office of the Manager, Operations Branch, Air Traffic Division at the above address.

**FOR FURTHER INFORMATION CONTACT:** William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6556.

#### **SUPPLEMENTARY INFORMATION:**

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in