

III-95, dated September 1995, of the SID, inspect each PSE sample in accordance with the NDI procedures set forth in Section 2 of Volume II, dated July 1993. Thereafter, repeat the inspection for that PSE at intervals not to exceed DNDI/2 of the NDI procedure that is specified in Volume III-95, dated September 1995, of the SID.

(2) The NDI techniques set forth in Section 2 of Volume II, dated July 1993, of the SID provide acceptable methods for accomplishing the inspections required by this paragraph.

(3) All inspection results (negative or positive) must be reported to McDonnell Douglas, in accordance with the instructions contained in Section 2 of Volume III-95, dated September 1995, of the SID. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

Note 4: Volume II, dated July 1993, of the SID is comprised of the following:

Volume designation	Revision level shown on volume
Volume II-10/20	4
Volume II-20/30	5
Volume II-40	4
Volume II-50	4

Note 5: NDI inspections accomplished in accordance with the following Volume II of the SID provide acceptable methods for accomplishing the inspections required by this paragraph:

Volume designation	Revision level	Date of revision
Volume II-10/20	4	July 1993.
Volume II-10/20	3	Apr. 1991.
Volume II-10/20	2	Apr. 1990.
Volume II-10/20	1	June 1989.
Volume II/20	Original	Nov. 1987.
Volume II-20/30	5	July 1993.
Volume II-20/30	4	Apr. 1991.
Volume II-20/30	3	Apr. 1990.
Volume II-20/30	2	June 1989.
Volume II-20/30	1	Nov. 1987.
Volume II-40	4	July 1993.
Volume II-40	3	Apr. 1991.
Volume II-40	2	Apr. 1990.
Volume II-40	1	June 1989.
Volume II-40	Original	Nov. 1987.
Volume II-50	4	July 1993.
Volume II-50	3	Apr. 1991.
Volume II-50	2	Apr. 1990.
Volume II-50	1	June 1989.
Volume II-50	Original	Nov. 1987.

(c) Any cracked structure detected during the inspections required by either paragraph (a) or (b) of this AD must be repaired before further flight, in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

Note 6: Requests for approval of any PSE repair that would affect the FAA-approved

maintenance inspection program that is required by this AD should include a damage tolerance assessment for that PSE.

(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, Los Angeles ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO. Alternative methods of compliance previously granted for AD 94-03-01, amendment 39-8807, continue to be considered as acceptable alternative methods of compliance with this amendment.

Note 7: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Manager, Los Angeles ACO.

(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 January 3, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-262 Filed 1-08-96; 8:45 am]

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14 CFR Part 39

[Docket No. 95-NM-121-AD]

Airworthiness Directives; Saab Model SAAB SF340A and SAAB 340B

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 and SAAB 340B series airplanes. This proposal would require visual and dye penetrant inspection(s) to detect cracks of the nose rib of the rudder, and stop drilling and blending of minor cracks. The proposal would also require replacement of the nose rib with a new nose rib and reinforcement of the nose rib, if extensive cracking is detected or if an operator elects to terminate the repetitive inspections. This proposal is prompted by the result of an inspection that revealed a cracked nose rib on the front spar of the rudder due to vibration-related stress. The actions specified by the proposed AD are intended to prevent such stress and cracking, which could result in the deformation of the nose rib; this condition may lead to

friction and jamming between the fin and the rudder and subsequent reduced controllability of the airplane.

DATES: Comments must be received by February 20, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-121-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 (206) 227-1721; 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-121-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-121-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Luftfartsverket (LFV), which is the airworthiness authority for Sweden, recently notified the FAA that an unsafe condition may exist on certain Saab Model SAAB SF340A and SAAB 340B series airplanes. The LFV advises that, during a normal zonal inspection of one of these airplanes, a cracked nose rib was found on the front spar of the rudder. The cause of such cracking has been attributed to vibration-related stress to the nose rib. This condition, if not corrected, could result in cracking and subsequent deformation of the nose rib; this condition consequently may lead to friction and jamming between the fin and the rudder, and subsequent reduced controllability of the airplane.

Saab has issued Service Bulletin 340-55-032, dated May 22, 1995, which describes procedures for visual and dye penetrant inspection(s) to detect cracks of the nose rib of the rudder, and stop drilling and blending of minor cracks. The service bulletin also describes procedures for replacement of the nose rib with a new nose rib and reinforcement of the nose rib, if any extensive crack is detected or if an operator elects to terminate the repetitive inspections. The reinforcement will thicken the nose rib, and, thus, dampen the vibration. The LFV classified this service bulletin as mandatory and issued Swedish airworthiness directive (SAD) 1-074, effective date May 22, 1995, in order to assure the continued airworthiness of these airplanes in Sweden.

This airplane model is manufactured in Sweden 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 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.

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 visual and dye penetrant inspection(s) to detect cracks of the nose rib of the rudder, and stop drilling and blending of minor cracks. The proposed AD would also require replacement of the nose rib with a new nose rib and reinforcement of the nose rib, if any extensive crack is detected or if an operator elects to terminate the repetitive inspections. The actions would be required to be accomplished in accordance with the service bulletin described previously.

The FAA estimates that 221 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 4 work hours per airplane to accomplish the proposed inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the inspection proposed AD on U.S. operators is estimated to be \$53,040, or \$240 per airplane, per inspection cycle.

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.

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), 40101, 40113, 44701.

§ 39.13 [Amended]

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

Saab Aircraft AB: Docket 95-NM-121-AD.

Applicability: Model SAAB SF340A series airplanes having serial numbers (S/N) 004 through 159 inclusive, and Model SAAB 340B having S/N's 160 through 369 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 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 (b) 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, unless accomplished previously.

To prevent vibration-related stress and cracking and consequent deformation of the nose rib, which could result in friction and jamming between the fin and the rudder and subsequent reduced controllability of the airplane, accomplish the following:

(a) Prior to the accumulation of 2,400 total flight hours, or within 800 flight hours after the effective date of this AD, whichever occurs later, perform a visual and dye penetrant inspection to detect cracks of the nose rib of the rudder, in accordance with Saab Service Bulletin 340-55-032, dated May 22, 1995.

(1) If no cracks are detected, repeat the inspection thereafter at intervals not to exceed 800 flight hours, or replace the nose rib with a new nose rib and reinforce it, in accordance with the service bulletin. Accomplishment of the replacement and reinforcement constitutes terminating action for this AD.

(2) If any minor crack [less than 25.4 mm (1.0 inch) long] is detected, prior to further

flight, stop drill and blend the crack in accordance with the service bulletin. Repeat the inspection thereafter at intervals not to exceed 800 flight hours, or replace the nose rib with a new nose rib and reinforce it, in accordance with the service bulletin. Accomplishment of the replacement and reinforcement constitutes terminating action for this AD.

(3) If any extensive crack [greater than or equal to 25.4 mm (1.0 inch) long] is detected, prior to further flight, replace the nose rib with a new nose rib and reinforce it, in accordance with the service bulletin. Accomplishment of this replacement and

reinforcement constitutes terminating action for this AD.

(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 January 3, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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