

Aircraft Certification Office, FAA, Northwest Mountain Region.

E. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base for the accomplishment of inspections and/or modifications required by this AD.

All persons affected by this directive who have not already received the appropriate service information from the manufacturer may obtain copies upon request to the Boeing Commercial Airplane Company, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or the Seattle Aircraft Certification Office, 9010 East Marginal Way South, Seattle, Washington.

This amendment becomes effective January 23, 1987.

Issued in Seattle, Washington, on December 30, 1986.

Frederick M. Isaac,

Acting Director, Northwest Mountain Region.

[FR Doc. 87-221 Filed 1-6-87; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 86-NM-175-AD; Amdt. 39-5506]

Airworthiness Directives; Boeing Models 737-100 and 737-200 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737 airplanes, which requires replacement of certain underwing fuel tank access covers with stronger, fire-resistant covers. This action is prompted by one incident of cover penetration which resulted in a fire and total loss of the airplane.

EFFECTIVE DATE: February 9, 1987.

ADDRESSES: The applicable service information, when issued, may be obtained from the Boeing Commercial Airplane Company, P.O. Box 3707, Seattle, Washington 98124. This information may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or the Seattle Aircraft Certification Office, 9010 East Marginal Way South, Seattle, Washington.

FOR FURTHER INFORMATION CONTACT: Mr. William M. Perrella, Airframe Branch, ANM-120S; telephone (206) 431-1922. Mailing address: FAA, Northwest

Mountain Region, 17900 Pacific Highway South, C-68966, Seattle, Washington 98168.

SUPPLEMENTARY INFORMATION: A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive which requires certain fuel tank access covers to be replaced by improved types with more impact resistance, was published in the *Federal Register* on September 2, 1986 (51 FR 31134). The comment period for the proposal closed on October 20, 1986.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

The Air Transport Association (ATA) of America requested extension of the compliance time to allow cover installation at least one year after receipt of a service bulletin and parts from the manufacturer. The FAA expects this final rule to become effective concurrent with the release of the Boeing service bulletin on this subject. Production of parts is anticipated to begin about the same time. Therefore, the FAA has determined that the compliance time of one year, as proposed, is an appropriate amount of time for operators to receive the service bulletin and accomplish the required installation.

One operator requested the compliance time be extended to two years based on his engine maintenance program. While properly maintained engines should not suffer the failure experienced in Manchester, England, there is, nevertheless, a remote possibility that such a failure could occur. Since the modification is relatively easy, the FAA has determined that a compliance period of one year will not impose an undue burden on operators. In the interest of safety, considering the potential effect of cover plate failure, the FAA considers a two-year period to represent an unacceptable exposure time.

Several comments were received from the United Kingdom Civil Aviation Authority (CAA), which agreed that the AD was necessary. In addition, it had some reservations about the level of impact resistance specified in the proposed rule and, further, stated that additional covers, which are in the engine or tire burst zones, should be included. This latter concern was expressed by one operator as well. The FAA does not fully agree. The level of impact resistance specified in the rule is considered more than adequate to prevent penetration by a failed combustion chamber, as well as other

debris of moderate velocity and energy. Some rare engine failure modes result in high energy debris, against which no practical design measures can protect. As to increasing the number of covers, the FAA has reviewed the service experience on the Model 737 and finds no substantiation of an unsafe condition at other locations. Nevertheless, the FAA has determined that an improvement in impact resistance is warranted and a proposed change to FAR 121 is being considered which would require all transport aircraft to install impact resistant covers in areas susceptible to damage.

Comments were also received from the National Transportation Safety Board (NTSB), which supported the AD.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

It is estimated that 396 airplanes of U.S. registry will be affected by this AD, and that approximately 16 manhours per airplane will be required to replace the affected covers. Based on an estimated replacement cost of \$500 per cover and an average labor cost of \$40 per manhour, the total cost impact of this AD to U.S. operators is estimated to be \$1,045,440.

For the reasons discussed above, the FAA has determined that this regulation is not considered to be major under Executive Order 12291 or significant under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and it is further certified under the criteria of the Regulatory Flexibility Act that this rule will not have a significant economic impact on a substantial number of small entities because few, if any, Boeing Model 737 airplanes are operated by small entities. A final evaluation has been prepared for this regulation and has been placed in the docket.

List of Subjects in 14 CFR Part 39

Aviation safety, Aircraft.

Adoption of the Amendment

PART 39—[AMENDED]

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends § 39.13 of Part 39 of the Federal Aviation Regulations as follows:

1. The authority citation for Part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89.

2. By adding the following new airworthiness directive:

Boeing: Applies to all Models 737-100 and 737-200 series airplanes, certificated in any category. To minimize the hazard of lower wing surface fuel tank access cover penetration due to impact from low energy engine debris, accomplish the following, unless already accomplished.

A. Within the next year after the effective date of this AD, replace the lower wing surface fuel tank access covers located immediately inboard and outboard of each engine (total of four per airplane), with covers having impact resistance equivalent to that of 2024-T3 aluminum 0.140-inch thick, as approved by the Manager, Seattle Aircraft Certification Office, FAA, Northwest Mountain Region. The replacement covers must also be fire resistant, as defined in the Federal Aviation Regulations, Part 1.

B. An alternate means of compliance or adjustment of the compliance time, which provides an acceptable level of safety, may be used when approved by the Manager, Seattle Aircraft Certification Office, FAA, Northwest Mountain Region.

C. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base for the accomplishment of the modifications required by this AD.

This amendment becomes effective February 9, 1987.

Issued in Seattle, Washington, on December 29, 1986.

Frederick M. Isaac,

Acting Director, Northwest Mountain Region.

[FR Doc. 87-222 Filed 1-6-87; 8:45 am]

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14 CFR Part 39

[Docket No. 86-CE-36-AD; Amdt. 39-5504]

Airworthiness Directives; British Aerospace (BAe) Model 3101 Jetstream Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new Airworthiness Directive (AD), applicable to certain BAe Model 3101 Jetstream series airplanes, which requires the removal and replacement of certain BAe modified fuel, hydraulic, and water methanol system valves. These valves have been found to fail by shearing off the top of the spindle, resulting in the inability to operate the valve in critical flight conditions. The actions of this AD will preclude fuel, hydraulic, and methanol system failure and possible loss of the airplane.

DATES: Effective Date: February 17, 1987.

Compliance: Required within 600 hours time-in-service (TIS) after the

effective date of this AD, unless already accomplished.

ADDRESSES: BAe Mandatory Service Bulletin (MSB) 28-JA850911 dated June 13, 1986, which incorporates HiTemp Service Bulletin HTE 4925/1-SB-1 dated August 19, 1985, applicable to this AD may be obtained from British Aerospace plc, Manager, Product Support, Civil Aircraft Division, Prestwick Airport, Ayrshire, KA9 2RW, Scotland; or British Aerospace, Inc., Librarian, Box 17414, Dulles International Airport, Washington, DC 20041; or the Rules Docket at the address below. A copy of this information is also contained in the Rules Docket, FAA, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. Ted Ebina, Aircraft Certification Staff, AEU-100, Europe, Africa, and Middle East Office, FAA, c/o American Embassy, Brussels, B-1000 Belgium; Telephone (322) 513.38.30; or Mr. Harvey A. Chimierine, FAA, ACE-109, 601 East 12th Street, Kansas City, Missouri 64106; Telephone (816) 374-6932.

SUPPLEMENTARY INFORMATION: A proposal to amend Part 39 of the Federal Aviation Regulations to include an AD requiring the removal and replacement of certain BAe modified fuel, hydraulic, and water methanol system valves on certain BAe Model 3101 Jetstream airplanes was published in the *Federal Register* on September 2, 1986 (51 FR 31135). The proposal resulted from in service experience by the manufacturer of the HiTemp HTE 1-inch actuated ball valves, that valve spindle HTE Part Number (P/N) 4925-005 is understrength and that the top of the spindle can shear off, resulting in the valve failing to operate in critical flight conditions. Consequently, British Aerospace issued BAe MSB 28-JA850911 dated June 13, 1986, which requires the modification of the valves in accordance with HTE SB 4925/1-SB-1 by removing the HTE P/N 4925-005 and replacing it with a larger diameter, increased strength valve spindle HTE P/N 4925-013.

The Civil Airworthiness Authority of the United Kingdom (CAA-UK), which has responsibility and authority to maintain the continuing airworthiness of these airplanes in the United Kingdom, classified this service bulletin and the actions recommended therein by the manufacturer as mandatory to assure the continued airworthiness of the affected airplanes.

On airplanes operated under United Kingdom registration, this action has the same effect as an AD on airplanes certified for operation in the United States. The FAA relies upon the

certification of the CAA-UK combined with FAA review of pertinent documentation in finding compliance of the design of these airplanes with the applicable United States airworthiness requirements and the airworthiness and conformity of products of this design certificated for operation in the United States.

The FAA examined the available information related to the issuance of BAe MSB 28-JA850911 dated June 13, 1986, which incorporates HiTemp SB HTE 4925/1-SB-1 dated August 19, 1985, and the mandatory classification of this service bulletin by the CAA-UK, and concluded that the condition addressed by BAe Mandatory Service Bulletin (MSB) 28-JA850911 dated June 13, 1986, which incorporates HiTemp Service Bulletin HTE 4925/1-SB-1 dated August 19, 1985, was an unsafe condition that may exist on other airplanes of this type certificated for operation in the United States. Accordingly, the FAA proposed an amendment to Part 39 of the FAR to include an AD on this subject.

Interested persons have been afforded an opportunity to comment on the proposal. No comments or objections were received on this proposal or the FAA determination of the related cost to the public. Accordingly, the proposal is adopted with minor editorial corrections. The FAA has determined that this regulation involves 23 airplanes at an approximate one-time cost of \$480 for each airplane.

The cost of compliance with the AD is so small that the expense of compliance will not be a significant financial impact on any small entities operating these airplanes.

Therefore, I certify that this action (1) is not a "major rule" under Executive Order 12291; (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 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 regulatory 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, Aviation safety, Aircraft, Safety.

Adoption of the Amendment

PART 39—[AMENDED]

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends § 39.13 of Part 39 of the FAR as follows:

1. The authority citation for Part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised, Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89.

2. By adding the following new AD:

British Aerospace: Applies to Model 3101 Jetstream (S/N 642 to 646, 648 to 655, 657, 658, and 660 to 666 inclusive) airplanes certificated in any category.

Compliance: Required within 600 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To ensure operation of fuel/hydraulic and water methanol system valves during critical flight operations, accomplish the following:

(a) Modify the HiTemp Valves Part Number (P/N) HTE 4925-001 as follows:

(1) Gain access to the valves in accordance with Section 2. "ACCOMPLISHMENT INSTRUCTIONS", paragraph A "PREPARATION", in British Aerospace (BAe) S/B 28-JA850911 dated June 13, 1986.

(2) Replace valve spindles P/N 4925-005 with strengthened spindles P/N 4925-013 in HiTemp Model HTE 1" Actuated Ball Valves in accordance with Section 2.

"ACCOMPLISHMENT INSTRUCTIONS" in HiTemp SB HTE 4925/1-SB-1 dated August 19, 1985, on those valves located as follows:

(i) Fuel System—left and right LP cocks at wing leading edges outboard of the engines, and crossfeed cock on fuselage center section.

(ii) Hydraulic System—left and right LP cocks in the hydraulic installations below fuselage center section.

(iii) Water Methanol System (if fitted)—stop valves in the left and right main landing gear bays.

(3) Carry out functional tests of the valves in accordance with Section 2.

"ACCOMPLISHMENT INSTRUCTIONS", paragraph B "ACCOMPLISHMENT", in BAe S/B 28-JA850911 dated June 13, 1986.

(b) Aircraft may be flown in accordance with Federal Aviation Regulation 21.197 to a location where this AD can be accomplished.

(c) An equivalent means of compliance with this AD may be used if approved by the Manager, Aircraft Certification Staff, AEU-100, Europe, Africa, and Middle East Office, FAA, c/o American Embassy, B-1000, Brussels, Belgium.

All persons affected by this directive may obtain a copy of the document referred to herein upon request to British Aerospace plc, Manager, Product Support Civil Aircraft Division, Prestwick Airport, Ayrshire, KA9 2RW, Scotland; or British Aerospace, Inc., Librarian, Box 17414, Dulles International Airport, Washington, DC 20041; or FAA, Office of the Regional

Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective on February 17, 1987.

Issued in Kansas City, Missouri, on December 24, 1986.

Edwin S. Harris,
Director, Central Region.

[FR Doc. 87-223 Filed 1-6-87; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 86-CE 73-AD; Amdt. 39-5503]

Airworthiness Directives; Cessna 120, 140, 150, F150, 170, 172, F172, FR172, P172, 175, 177, 180, 182, 185, A185, 190, 195, 205, 206, P206, TP206, U206, TU206, 207, T207, 210, T210, 336, 337, and T337 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new Airworthiness Directive (AD) applicable to Cessna 120, 140, 150, F150, 170, 172, F172, FR172, P172, 175, 177, 180, 182, 185, A185, 190, 195, 205, 206, P206, TP206, U206, TU206, 207, T207, 210, T210, 336, 337, and T337 series airplanes which requires inspection of the shoulder harness for the pilot/co-pilot seat to determine if the upper adjuster has a wire spring installed. If the spring has been installed, it must be removed to prevent possible shoulder harness slippage which could result in injury to the pilot or co-pilot in the event of an accident.

DATES: Effective Date: January 6, 1987.

Compliance: As prescribed in the body of the AD.

ADDRESSES: Copies of Cessna Single Engine Service Bulletin, SEB 86-8, and Multi-Engine Service Bulletin MEB 86-22 both dated November 21, 1986, applicable to this AD may be obtained from Cessna Aircraft Company, Customer Service, P.O. Box 1521, Wichita, Kansas 67201. A copy of this information is also contained in the Rules Docket, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Douglas W. Haig, Aerospace Engineer, FAA, ACE-120W, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; Telephone (316) 946-4409.

SUPPLEMENTARY INFORMATION: Cessna designed add-on shoulder harness assemblies for the pilot/co-pilot seats in certain Cessna airplanes in the form of accessory kits which called out an

adjuster on the upper end which would allow shoulder harness slippage. Both lower and upper adjusters have retainer springs. However, the orientation of the upper adjuster to the remainder of the system is such that the retainer springs will not allow the belt webbing to lock in place. This can lead to slipping of the shoulder harness when forward loads are applied during heavy braking or emergency landings. Slippage of the shoulder harness during these conditions could permit the occupant's head to strike the control wheel and/or instrument panel causing severe injury or even death. Removal of the retainer spring eliminates this unsafe condition. It should be noted that Cessna Service Information Letters SEB 86-8 and MEB 86-22, both dated November 21, 1986, require removal of the retainer springs on both the upper and lower adjusters. The installation of the springs in the lower adjuster does not constitute an unsafe condition. Therefore, removal of the spring from the lower adjuster is not a requirement of this AD.

Since the FAA has determined that the unsafe condition described herein is likely to exist or develop in other airplanes of the same type design, an AD is being issued requiring inspection for retainer springs in the upper adjusters on shoulder harness assemblies installed per Cessna Accessory Kits (AK) and removal of such springs, if installed, on Cessna 120, 140, 150, F150, 170, 172, F172, FR172, P172, 175, 177, 180, 182, 185, A185, 190, 195, 205, 206, P206, TP206, U206, TU206, 207, T207, 210, T210, 336, 337, and T337 series airplanes. Because an emergency condition exists that requires the immediate adoption of this regulation, it is found that notice and public procedure hereon are impractical and contrary to the public interest, and good cause exists for making this amendment effective in less than 30 days.

The FAA has determined that this regulation is an emergency regulation that is not major under section 8 of Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been further determined that this document involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). If this action is subsequently determined to involve a significant regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation is not

required). A copy of it, when filed, may be obtained by contacting the Rules Docket under the caption "ADDRESSES" at the location identified.

List of Subjects 14 CFR Part 39

Air transportation, Aviation safety, Aircraft, Safety.

Adoption of the Amendment

PART 39—[AMENDED]

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends § 39.13 of Part 39 of the FAR as follows:

1. The authority citation for Part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised, Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89.

2. By adding the following new AD:

Cessna: Applies to the following airplanes certified in any category:

Models	Serial Nos.
120, 140.....	All.
140A.....	All.
150.....	7001 thru 17,999; 59001 thru 59018.
150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, F150F, F150G, F150H.....	15059019 thru 15072003.
F150K.....	F150-0001 thru F150-0529.
170, 170A, 170B.....	F15000530 thru F15000658.
172, 172A.....	All.
172B, 172C, 172D, 172E, 172F, 172G, 172H, 172J, 172K, F172D, F172E, F172F, F172G.....	28,000 thru 29,999; 36,000 thru 36,999; 46,001 thru 47,746.
F172H, F172K.....	17247747 thru 17259223.
FR172E, FR172F, FR172G.....	F172-0001 thru F172-0654.
P172.....	F17200655 thru F17200754.
175, 175A, 175B, 175C.....	FR17200001 thru FR17200225.
177, 177A, 177B.....	All.
180, 180A.....	All.
180A, 180B, 180C.....	17700001 thru 17701530.
180D, 180E, 180F, 180G, 180H.....	30000 thru 32999.
182, 182A, 182B.....	50,000 thru 50911.
182C.....	18050912 thru 18052175.
182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N.....	33,000 thru 34999.
185, 185A, 185B, 185C, 185D, 185E, A185E.....	51,001 thru 53,007.
A185E.....	18253008 thru 18260445.
190, 195, 195A, 195B.....	185-0001 thru 185-1599.
205, 205A.....	18501600 thru 18501832.
206.....	All.
U206, U206A, U206B, U206C, U206D, TU206A, TU206B, TU206C, TU206D.....	All.
U206E, TU206E.....	206-0276 thru 206-1444.
P206, P206A, P206B, P206C, P206D, TP206A, TP206B, TP206C, TP206D.....	20601445 thru 20601587.
P206E, TP206E.....	P206-0001 thru P206-0603.
207, T207.....	P20600604 thru P20600647.
210.....	2070001 thru 20700190.
210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, T210K.....	57001 thru 57575.
T210G, T210H, T210J.....	21057576 thru 21059351.
336.....	All.
	All.