# **Proposed Rules**

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

## DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 95-CE-12-AD]

## Airworthiness Directives; Jetstream Aircraft Limited HP137 Mk1 and Series 200 Airplanes

AGENCY: Federal Aviation Administration, DOT. ACTION: Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes to adopt a new airworthiness directive (AD) that would apply to Jetstream Aircraft Limited (JAL) HP137 Mk1 and series 200 airplanes. The proposed action would require incorporating operating limitations that revise the maximum flap operating speed for DOWN flaps to 120 KIAS, and that prohibit extending the flaps beyond the take-off position if ice is visible on the airplane. An incident where an airplane of similar type design to that of the affected airplanes experienced sudden pitch down because of the accretion of over one-inch of ice prompted the proposed action. The actions specified in this proposed AD are intended to prevent sudden pitch down of the airplane during icing conditions, which could lead to loss of control of the airplane.

**DATES:** Comments must be received on or before May 15, 1995.

ADDRESSES: Submit comments in triplicate to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–12– AD, Room 1558, 601 E 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; telephone (44–292) 79888; facsimile (44–292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029; telephone (703) 406–1161; facsimile (703) 406–1469. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Raymond A. Stoer, Program Officer, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B–1000 Brussels, Belgium; telephone (322) 513.3830; facsimile (322) 230.6899; or Mr. John P. Dow, Sr., Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426–6932; facsimile (816) 426–2169.

#### 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 should 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 that summarizes 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 No. 95–CE–12–AD." The postcard will be date stamped and returned to the commenter. Federal Register Vol. 60, No. 41 Thursday, March 2, 1995

## Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–12–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion: An incident involving a JAL Model 3101 airplane prompted the FAA to issue the following AD's on the Model 3101 airplanes:

• AD 91–08–01: required revising the maximum speed for flaps at 50 degrees from 153/149 KIAS to 130 KIAS; and limiting the maximum flap extension to 20 degrees anytime ice is present on the airplane until it was superseded by AD 95–02–06; and

• AD 95–02–06: requires incorporating the 35-degree flap system modification as terminating action for the flap speed and flap extension limitations required by AD 91–08–01.

The JAL HP137 Mk1 and Jetstream series 200 airplanes are of a similar type design to the Jetstream Model 3101 airplanes. The FAA has determined that action similar to the flap speed and flap extension limitations required on the Model 3101 airplanes by AD 91–08–01 should be taken on the JAL HP137 Mk1 and Jetstream series 200 airplanes.

JAL has issued Jetstream Service Bulletin (SB) 27–A–JA 911044, dated January 31, 1992, which specifies changes in operational procedures for landing in icing conditions for JAL HP137 Mk1 and Jetstream series 200 airplanes.

In order to assure the continued airworthiness of these airplanes in the United Kingdom, the Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, classified Jetstream SB 27–A– JA 911044, dated January 31, 1992, as mandatory. The CAA classifying a service document as mandatory is the same for airplanes registered in the United Kingdom as the FAA issuing an AD for airplanes registered in the United States.

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