(c) For Model A300 series airplanes: After accomplishing the initial inspection required by paragraph (b) of this AD, accomplishment of either paragraph (c)(1) or (c)(2) of this AD extends the fatigue life of the No. 2 flap track beam as specified in those paragraphs, provided that no cracking is detected during any inspection required by paragraph (a) or (b) of this AD.

(1) Removal of any damage and the installation of larger diameter bolts on the No. 2 flap track beam (Modification No. 4740), in accordance with Airbus Service Bulletin No. A300–57–128, Revision 3, dated January 26, 1990, extends the interval for the first repetitive inspection required by paragraph (b) of this AD from 1,700 landings to 12,000 landings, provided that Modification No. 4740 is accomplished prior to the accumulation of 16,700 total landings on the flap beams. Following accomplishment of the first repetitive inspection, subsequent repetitive inspections shall be performed at intervals not to exceed 1,700 landings. Or

(2) Cold working of the bolt holes and the installation of larger diameter bolts on the No. 2 flap track beam (Modification No. 5815), in accordance with Airbus Service Bulletin No. A300–57–141, Revision 7, dated July 16, 1993, extends the interval for the first repetitive inspection required by paragraph (b) of this AD from 1,700 landings to the interval specified in paragraph (c)(2)(i) or (c)(2)(ii) of this AD.

(i) If interference fit bolts that are 15/32-inch in diameter are fitted, the interval for the first repetitive inspection required by paragraph (b) of this AD is extended to 22,000 landings, provided that Modification 5815 is accomplished prior to the accumulation of 16,700 total landings on the flap beam. Following accomplishment of the first repetitive inspection required by paragraph (b) of this AD, subsequent repetitive inspections shall be performed at intervals not to exceed 1,700 landings. Or

(ii) If interference fit bolts that are 7/16- or 3/8-inch in diameter are fitted, the interval for the first repetitive inspection required by paragraph (b) of this AD is extended to 33,000 landings, provided that Modification 5815 is accomplished prior to the accumulation of 16,700 total landings on the flap beam. Following accomplishment of the first repetitive inspection required by paragraph (b) of this AD, subsequent repetitive inspections shall be performed at intervals not to exceed 1,700 landings.

(d) For Model A300–600 series airplanes: Prior to the accumulation of 15,000 total landings, or within the next 1,000 landings after the effective date of this AD, whichever occurs later, perform an ultrasonic inspection to detect cracking of the No. 2 flap track beams, in accordance with Airbus Service Bulletin No. A300–57–6005, Revision 2, dated December 16, 1993.

(1) If no cracking is detected, repeat the ultrasonic inspections thereafter at intervals not to exceed 1,700 landings.

(2) If any crack is detected beyond the bolt hole and that crack that is less than or equal to 4 mm in length: Repeat the ultrasonic inspections thereafter at intervals not to exceed 250 landings.

(3) If any crack is detected beyond the bolt hole and that crack is greater than 4 mm in length: Prior to further flight, replace the flap beam in accordance with the service bulletin, and prior to the accumulation of 15,000 landings on the replaced flap beam, perform the ultrasonic inspection required by paragraph (b) of this AD.

(e) For Model A300–600 series airplanes: Installation of oversized transition fit bolts in cold-worked holes, in accordance with Airbus Service Bulletin No. A300–57–6006 (Modification 5815), Revision 4, dated July 25, 1994, constitutes terminating action for the repetitive inspection requirements of paragraph (d) of this AD, provided that no cracking is detected during any inspection required by paragraph (d) of this AD, and provided that the installation is accomplished prior to the accumulation of 15,000 total landings. If any bolt requires oversizing above 7/16-inch diameter during accomplishment of this installation, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

Note 5: If Airbus Service Bulletin No. A300–57–6005, Revision 2, dated December 16, 1993, is accomplished concurrently with Airbus Service Bulletin No. A300–57–6006 , Revision 3, dated December 16, 1993 (Modification 5815), the ultrasonic inspection for cracking required by paragraph (d) of this AD need not be performed since the eddy current inspection detailed for Modification 5815 is more comprehensive.

(f) 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 6: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(g) 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 June 5, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–14168 Filed 6–8–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–NM–184–AD]

Airworthiness Directives; British Aerospace Model BAC 1–11 200 and 400 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 all British Aerospace Model BAC 1–11 200 and 400 series airplanes. This proposal would require various repetitive inspections to detect cracks in certain panels of the lower skin of the wing, and in certain fixed ribs of the leading edge of the wing. This proposal would also require repair or replacement of cracked parts, which would terminate certain repetitive inspections. This proposal is prompted by reports of cracking in certain panels of the lower skin of the wing, and in certain fixed ribs of the leading edge of the wing due to fatigue-related stress. The actions specified by the proposed AD are intended to ensure the structural integrity of the wing by detecting fatigue-related cracking in a timely manner in the panels of the lower skin of the wing or in the fixed ribs of the leading edge of the wing.

DATES: Comments must be received by July 21, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–184–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, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2148; 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 94–NM–184–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. 94–NM–184–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 all British Aerospace Model BAC 1–11 200 and 400 series airplanes. The CAA advises that it has received reports of cracking in panel number 1 at rib 6 of the lower skin of the wing on these airplanes that had accumulated 17,000 to 42,000 total flight cycles. Cracking was also found in the panel number 2 at rib 10 of the lower skin of the wing on these airplanes that had accumulated 45,000 to 53,000 total flight cycles. Furthermore, cracking was found in fixed ribs 6, 10, and 14 of the leading edge of the wing. Investigation revealed that the cause of this cracking has been attributed to fatigue-related stress. Fatigue-related cracking in the panels of the lower skin of the wing or in the fixed ribs of the leading edge of the wing, if not detected and corrected in a timely manner, could reduce the structural integrity of the wing.

British Aerospace has issued Alert Service Bulletin 57–A-PM5992, Issue 1, dated October 14, 1992, which describes procedures for various repetitive inspections to detect cracks in panel number 1 at rib 6 and in panel number 2 at rib 10 of the lower skin of the wing, in the rebate radius of panel number 2 at the joint between panels 1 and 2 of the lower skin of the wing, and in the top and bottom flanges of fixed ribs 6, 10, and 14 of the leading edge of the wing. This alert service bulletin also describes procedures for repair or replacement of cracked parts, which would eliminate the need for certain repetitive inspections. The CAA classified this alert service bulletin as mandatory in order to assure the continued airworthiness of these airplanes in the United Kingdom.

This airplane model is manufactured in the United Kingdom 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 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.

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, the proposed AD would require various repetitive inspections to detect cracks in panel number 1 at rib 6 and in panel number 2 at rib 10 of the lower skin of the wing, in the rebate radius of panel number 2 at the joint between panels 1 and 2 of lower skin of the wing, and in the top and bottom flanges of fixed ribs 6, 10, and 14 of the leading edge of the wing. This proposed AD would also require repair or replacement of cracked parts, which would constitute terminating action for certain repetitive inspection requirements. The actions would be required to be accomplished in accordance with the alert service bulletin described previously. If any cracks are detected at rib 10, the repair of panel number 2 would be required to be accomplished in accordance with a method approved by the FAA.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been included in this notice to clarify this long standing requirement.

The FAA estimates that 31 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 14 work hours per airplane to accomplish the proposed actions, and that the average labor rate is $60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $26,040, or $840 per airplane.

The total 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

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

British Aerospace Airbus Limited (Formerly British Aerospace Commercial Aircraft Limited, British Aerospace Aircraft Group): Docket 94–NM–184–AD.

Applicability: All Model BAC 1–11 200 and 400 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 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 (d) 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 ensure the structural integrity of the wing, accomplish the following:

(a) Prior to the accumulation of 12,000 total landings or within 1,500 landings after the effective date of this AD, whichever occurs later, perform a close visual and dye penetrant inspection to detect cracks in panel number 1 at rib 6 and in panel number 2 at rib 10 of the lower skin of the wing, in accordance with British Aerospace Alert Service Bulletin 57–A–PM5992, Issue 1, dated October 14, 1992.

(1) If no crack is detected, repeat the inspections thereafter at intervals not to exceed 8,000 landings.

(2) If any crack is detected at rib 6, prior to further flight, repair panel number 1 in accordance with the alert service bulletin. Accomplishment of this repair constitutes terminating action for the repetitive inspections of panel number 1 as required by this paragraph.

(3) If any crack is detected at rib 10, prior to further flight, repair panel number 2 in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(b) Prior to the accumulation of 30,000 total landings or within 1,500 landings after the effective date of this AD, whichever occurs later, perform an eddy current inspection to detect cracks in the rebate radius of panel number 2 at the joint between panels 1 and 2 of lower skin of the wing, in accordance with British Aerospace Alert Service Bulletin 57–A–PM5992, Issue 1, dated October 14, 1992.

(1) If no crack is detected, repeat the inspection thereafter at intervals not to exceed 8,000 landings.

(2) If any crack is detected, prior to further flight, repair panel number 2 in accordance with the alert service bulletin. Accomplishment of this repair constitutes terminating action for the repetitive inspections of panel number 2 as required by this paragraph.

(c) Prior to the accumulation of 30,000 total landings or within 1,500 landings after the effective date of this AD, whichever occurs later, perform a close visual inspection to detect cracks in the top and bottom flanges of fixed ribs 6, 10, and 14 of the leading edge of the wing, in accordance with British Aerospace Alert Service Bulletin 57–A–PM5992, Issue 1, dated October 14, 1992.

(1) If no crack is detected, repeat the inspection thereafter at intervals not to exceed 8,000 landings.

(2) If any crack is detected, prior to further flight, replace the cracked rib with a new rib, in accordance with the alert service bulletin. Prior to the accumulation of 30,000 total landings on the newly installed rib, perform a close visual inspection to detect cracks on the newly installed rib in accordance with the service bulletin. Repeat the inspection thereafter at intervals not to exceed 8,000 landings.

(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 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.

(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 June 5, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–14169 Filed 6–8–95; 8:45 am]

BILLING CODE 4910–13–U

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14 CFR Part 39

[Docket No. 94–NM–232–AD]

Airworthiness Directives; Fokker Model F28 Mark 0100 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 Fokker Model F28 Mark 0100 series airplanes. This proposal would require modification of the rear spar-to-fuselage attachment. This proposal is prompted by a report indicating that, during full-scale fatigue tests on a Model F28 Mark 0100 test article, cracking was found in the coupling plate and web plate of the rear spar end fitting at the attachment to the main frame at fuselage station 17011 due to fatigue-related stress. The actions specified by the proposed AD are intended to prevent fatigue-related cracking in the rear spar-to-fuselage attachment which, if not detected and corrected in a timely manner, could result in reduced structural integrity of the wing.

DATES: Comments must be received by July 21, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–232–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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Dulin, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton,