

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

94-26-14 British Aerospace Regional Aircraft Limited (Formerly British Aerospace Commercial Aircraft Limited, Vickers-Armstrongs Aircraft Limited): Amendment 39-9109. Docket 94-NM-108-AD.

Applicability: All Model Viscount 744, 745D, and 810 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 (b) 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 reduced structural integrity of the chassis, accomplish the following:

(a) Within 6 months after the effective date of this AD, perform a detailed visual inspection to detect cracks in the chassis side bracing structure and in the chassis top strut support intercostals inside the wings between stations 81 and 96, in accordance with British Aerospace Viscount Preliminary Technical Leaflet (PTL) 332, Issue 1, Disc 11 Doc.4, dated December 2, 1991 (for Model Viscount 744 and 745D series airplanes); or British Aerospace Viscount PTL 203, Issue 1, Disc 11 Doc.2, dated December 2, 1991 (for

Model Viscount 810 series airplanes); as applicable.

(1) If no cracking is detected in the chassis side bracing structure, repeat the inspection thereafter at intervals not to exceed 1,500 flight hours or 14 months, whichever occurs first.

(2) If any cracking is detected in the chassis side bracing structure, prior to further flight, replace the cracked side of the bracing structure with a new structure, in accordance with the applicable PTL.

(3) If no cracking is detected in the chassis top strut support intercostal, prior to further flight, perform an eddy current inspection to determine the specification of the material (either L72 or L73) of the intercostals, in accordance with the applicable PTL.

(i) If the material is manufactured from L72, prior to further flight, replace the chassis top strut support intercostal with a new chassis top strut support intercostal, in accordance with the applicable PTL.

(ii) If the material is manufactured from L73, no further action is required by paragraph (a)(3) of this AD.

(4) If cracking is detected in the chassis top strut support intercostal, prior to further flight, replace it with a new chassis top strut support intercostal, in accordance with the applicable PTL.

(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.

(d) The inspections and replacements shall be done in accordance with British Aerospace Viscount Preliminary Technical Leaflet (PTL) 332, Issue 1, Disc 11 Doc.4, dated December 2, 1991 (for Model Viscount 744 and 745D series airplanes); or British Aerospace Viscount PTL 203, Issue 1, Disc 11 Doc.2, dated December 2, 1991 (for Model Viscount 810 series airplanes); as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from British Aerospace Regional Aircraft Ltd., Engineering Support Manager, Military Business Unit, Chadderton Works, Greengate, Middleton, Manchester M24 1SA, England. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on February 3, 1995.

Issued in Renton, Washington, on December 21, 1994.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95-49 Filed 1-3-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-137-AD; Amendment 39-9107; AD 94-26-12]

Airworthiness Directives; Raytheon Corporate Jets Model Hawker 800 and 1000 and Model DH/BH/HS/BAe 125 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Raytheon Corporate Jets Model Hawker 800 and 1000 and Model DH/BH/HS/BAe 125 series airplanes, that requires inspections to detect cracking of the sidestay jack pivots of the main landing gear, and replacement of the sidestay jack pivot assemblies with new assemblies. This amendment is prompted by a report of fracturing of a jack pivot, which resulted in the inability of the main landing gear to deploy. The actions specified by this AD are intended to prevent a wheels-up landing.

DATES: Effective February 3, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 3, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Raytheon Corporate Jets, Inc., 3 Bishops Square Street, Albans Road West, Hatfield, Hertfordshire, AL109NE, United Kingdom. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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) 227-2141; fax (206) 227-1320.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal

Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Raytheon Corporate Jets Model Hawker 800 and 1000 and Model DH/BH/HS/BAe 125 series airplanes was published in the **Federal Register** on September 27, 1994 (49 FR 49217). That action proposed to require inspections to detect cracking of the sidestay jack pivots of the main landing gear, and replacement of the sidestay jack pivot assemblies with new assemblies.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

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 added to this final rule to clarify this requirement.

In addition, the FAA has recently reviewed the figures it has used over the past several years in calculating the economic impact of AD activity. In order to account for various inflationary costs in the airline industry, the FAA has determined that it is necessary to increase the labor rate used in these calculations from \$55 per work hour to \$60 per work hour. The economic impact information, below, has been revised to reflect this increase in the specified hourly labor rate.

After careful review of the available data the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 550 airplanes of U.S. registry will be affected by this AD, that it will take approximately 6 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour.

The FAA has been advised that the manufacturer plans to provide the required parts at no cost to the operators. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$198,000, or \$360 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (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, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

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Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

94-26-12 Raytheon Corporate Jets, Inc.
(Formerly De Havilland; Hawker Siddeley; British Aerospace, plc):
Amendment 39-9107. Docket 94-NM-137-AD.

Applicability: Model Hawker 800 and 1000 series airplanes and Model DH/BH/HS/BAe 125-1A through -1000A series airplanes; equipped with main landing gear (MLG) sidestay assemblies on which Post-Mod 252091 steel jack pivots have been installed; 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 (f) 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 the inability of the MLG to deploy and a consequent wheels-up landing, accomplish the following:

(a) Perform a detailed visual inspection, using a 10X magnifier, to detect cracking of the sidestay assembly jack pivot of the left and right MLG, in accordance with Raytheon Corporate Jets Service Bulletin SB 32-233, dated June 24, 1994, at the latest of the times specified in paragraphs (a)(1), (a)(2), or (a)(3) of this AD.

(1) Within 28 days after the effective date of this AD; or

(2) Prior to the accumulation of 3,000 total landings on the sidestay assembly since new; or

(3) Prior to the accumulation of 1,000 total landings since overhaul of the sidestay assembly.

(b) If no cracks are found and the sidestay assembly has been overhauled prior to the accomplishment of the inspection specified in paragraph (a) of this AD: Accomplish the requirements of paragraphs (b)(1) and (b)(2) of this AD in accordance with Raytheon Corporate Jets Service Bulletin SB 32-233, dated June 24, 1994.

(1) Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 1,000 landings.

(2) Prior to the accumulation of 4,000 total landings on the jack pivot assembly since the sidestay assembly was last overhauled, or within 300 landings after the effective date of this AD, whichever occurs later: Replace the jack pivot assembly with a new assembly.

Thereafter, prior to the accumulation of 4,000 landings, remove the jack pivot assembly and replace it with a new assembly in accordance with the service bulletin.

(c) If no cracks are found and the sidestay assembly has not been overhauled prior to accomplishment of the inspection required by paragraph (a) of this AD: Prior to the accumulation of 4,000 total landings on the jack pivot assembly, or within 300 landings after the effective date of this AD, whichever occurs later, replace the jack pivot assembly with a new assembly in accordance with Raytheon Corporate Jets Service Bulletin SB 32-233, dated June 24, 1994. Thereafter, prior to the accumulation of 4,000 landings on the jack pivot assembly, replace it with a new assembly in accordance with the service bulletin.

(d) If any crack is found that does not exceed the limits specified in Raytheon Corporate Jets Service Bulletin SB 32-233, dated June 24, 1994, accomplish the requirements of paragraphs (d)(1), (d)(2), or (d)(3) of this AD, as applicable, in accordance with the service bulletin.

(1) For sidestay assemblies that have accumulated 4,000 or more total landings since new that have been overhauled prior to accomplishment of the inspection specified in paragraph (a) of this AD: Accomplish paragraphs (d)(1)(i) and (d)(1)(ii) of this AD.

(i) Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 100 landings.

(ii) Prior to the accumulation of 4,000 total landings on the jack pivot assembly since the sidestay assembly was last overhauled, or within 300 landings after the effective date of this AD, whichever occurs later: Replace the jack pivot assembly with a new assembly. Thereafter, prior to the accumulation of 4,000 landings on the jack pivot assembly, replace it with a new assembly in accordance with the service bulletin.

(2) For any sidestay assemblies that have accumulated 4,000 or more total landings since new that have not been overhauled: Accomplish paragraphs (d)(2)(i) and (d)(2)(ii) of this AD.

(i) Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 100 landings.

(ii) Within 300 landings after the effective date of this AD, replace the jack pivot assembly with a new assembly. Thereafter, prior to the accumulation of 4,000 landings on the jack pivot assembly, replace it with a new assembly in accordance with the service bulletin.

(3) For sidestay assemblies that have accumulated less than 4,000 total landings since new: Accomplish paragraphs (d)(3)(i) and (d)(3)(ii) of this AD.

(i) Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 100 landings.

(ii) Prior to the accumulation of 4,000 total landings on the jack pivot assembly, or within 300 landings after the effective date of this AD, whichever occurs later, replace the jack pivot assembly with a new assembly. Thereafter, prior to the accumulation of 4,000 landings on the jack pivot assembly, replace it with a new assembly in accordance with the service bulletin.

(e) If, during any inspection required by this AD, any crack is found that exceeds the limits specified in paragraph 2.B.(6)(c) of the Accomplishment Instructions of Raytheon Corporate Jets Service Bulletin SB 32-233, dated June 24, 1994: Prior to further flight, replace the cracked pivot assembly with a new assembly in accordance with the service bulletin. Thereafter, prior to the accumulation of 4,000 landings on the jack pivot assembly, replace it with a new assembly in accordance with the service bulletin.

(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 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.

(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.

(h) The inspections and replacements shall be done in accordance with Raytheon Corporate Jets Service Bulletin SB 32-233, dated June 24, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Raytheon Corporate Jets, Inc., 3 Bishops Square Street, Albans Road West, Hatfield, Hertfordshire, AL109NE, United Kingdom. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on February 3, 1995.

Issued in Renton, Washington, on December 21, 1994.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-50 Filed 1-3-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 93-NM-229-AD; Amendment 39-9103; AD 94-26-08]

Airworthiness Directives; Fokker Model F27 Series Airplanes (Excluding Mark 050 Series Airplanes)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F27 series airplanes, that requires accomplishment of certain structural modifications. This amendment is prompted by reports of incidents involving fatigue cracking and corrosion in transport category airplanes that are approaching or have exceeded their economic design goal. These incidents have jeopardized the airworthiness of the affected airplanes. The actions specified by this AD are intended to prevent degradation in the structural capabilities of the affected airplanes. This action also reflects the FAA's decision that long term continued operational safety should be assured by actual modification of the airframe rather than repetitive inspections.

DATES: Effective February 3, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 3, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mark Quam, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2145; fax (206) 227-1320.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Fokker Model F27 series airplanes was published in the **Federal Register** on March 14, 1994 (59 FR 11737). That action proposed to require certain structural modifications of certain Fokker Model F27 series airplanes prior to their economic design goal. -

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

One commenter supports the proposed rule. -

One commenter requests a revision to the applicability statement to specify the series of Fokker Model F27 airplanes