

14 CFR Part 39

[Docket No. 94-NM-107-AD]

Airworthiness Directives; British Aerospace Model ATP Series Airplanes**AGENCY:** Federal Aviation Administration, DOT.**ACTION:** Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to all British Aerospace Model ATP series airplanes, that currently requires inspections to detect cracking of the aft end of the wing rib boom angles on the left and right engine, and repair or replacement of the wing rib boom angle assemblies, if necessary. That AD was prompted by the detection of cracks in the engine outboard rib boom angles at the main landing gear (MLG) actuator attachment point. The actions specified by that AD are intended to prevent structural failure of the actuator attachment point, which could lead to collapse of the MLG. This action would limit the applicability of the rule to only a certain number of airplanes; revise the initial inspection threshold, depending on whether or not certain modifications have been accomplished on the boom angles; and would require that modified boom angles be installed whenever replacement is necessary.

DATES: Comments must be received by February 22, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-107-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 Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. 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) 227-1320.

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-107-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-107-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On July 14, 1993, the FAA issued AD 93-14-08, amendment 39-8632 (58 FR 42194, August 9, 1993), applicable to all British Aerospace Model ATP series airplanes, to require inspections to detect cracking of the aft end of the wing rib boom angles at the left and right engine, and repair or replacement of the wing rib boom angle assemblies, if necessary. The initial inspection is required within 400 hours time-in-service after the effective date of the AD, or within 12 months since airplane manufacture, whichever is later. If no cracks are detected, the inspection is required to be repeated at intervals of 3,000 landings or 12 months, whichever occurs sooner. If cracks are detected, the boom angle(s) must be repaired or replaced; or, if cracking is within certain limits, the area may be reinspected for

a period of time until the boom angle is repaired or replaced.

The issuance of AD 93-14-08 was prompted by the detection of cracks in the engine outboard rib boom angles at the main landing gear (MLG) actuator attachment point. The requirements of that AD are intended to prevent structural failure of the actuator attachment point, which could lead to collapse of the MLG.

Since the issuance of that AD, the Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, has advised the FAA that airplanes on which modified engine rib boom angles have been installed may be less susceptible to the subject cracking problems initially. The modified boom angles are of a configuration that has improved resistance to cracking. Therefore, for airplanes on which this modification is installed, the CAA advises that the initial inspection for cracking may be extended beyond that which is currently required.

British Aerospace has issued Service Bulletin ATP-57-13, Revision 5, dated June 3, 1994. This revision is essentially the same as Revision 1, which was specified in AD 93-14-08 as the appropriate source of service information. Like Revision 1, new Revision 5 describes procedures for repetitive detailed visual inspection to detect cracking of the aft end of the engine outboard rib boom angles under the wing rib immediately outboard of the left and right engine; and describes procedures for replacement of cracked rib boom angle assemblies. Revision 5 differs from Revision 1 in that it recommends that the initial inspection of airplanes that are equipped with modified engine rib boom angles (Modification 10313A) be postponed until the modified boom angles have accumulated 30,000 landings. The CAA has classified this service bulletin as mandatory.

British Aerospace also has issued Service Bulletin ATP 57-16-10313A, Revision 1, dated July 2, 1994 (as corrected by Errata No. 2, dated August 30, 1994), which describes procedures for installing Modification 10313A. This modification entails installation of new outboard and inboard rib boom angles on the left wing and right wing that are less susceptible to cracking. The CAA classified this service bulletin as "optional."

In light of this, the FAA has determined that AD 93-14-08 must be amended to allow airplanes on which Modification 10313A is installed to be inspected at a compliance threshold that is extended beyond that which is

currently required. Additionally, the FAA has determined that cracked boom angles must be replaced with modified boom angles in order to increase the time-in-service prior to the onset of cracking, and to reduce the reliance on repetitive inspections in order to assure safety over a long period of time.

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.

The proposed AD would supersede AD 93-14-08 to continue to require repetitive visual inspections to detect cracking of the aft end of the wing rib boom angles on the wing rib outboard of the left and right engine, and repair or replacement of cracked rib boom angle assemblies. This proposal would revise the compliance time for the initial inspection of airplanes on which Modification 10313A has been accomplished. The inspection actions would be required to be accomplished in accordance with Service Bulletin ATP-57-13, Revision 1, dated January 15, 1993, or Revision 5, dated June 3, 1994.

This proposal would require that any cracked boom angle that is replaced, must be replaced with a modified boom angle in accordance with British Aerospace Service Bulletin ATP-51-16-10313A, Revision 1, dated June 3 1994. Any cracked boom angle that is repaired, must be repaired in accordance with a method approved by the FAA.

Additionally, this proposal would limit the applicability of the rule to only Model ATP airplanes having serial numbers 2002 to 2063, inclusive. Airplanes that are produced subsequent to serial number 2063 will be modified in production to include the equivalent of Modification 10313A, and will contain in their Manufacturer's Recommended Maintenance Program the inspections and inspection intervals that would be required by this AD. The FAA has determined that these inspections must be mandated (via this proposed AD) for in-service airplanes having serial numbers 2002 through 2063 on which Modification 10313A

has been installed (post-production), since the Manufacturer's Recommended Maintenance Program currently applicable to these airplanes does not adequately address inspections of the modified boom angles.

Additionally, this proposed superseding AD has been reformatted to simplify and clarify the required actions.

The FAA estimates that 10 airplanes of U.S. registry would be affected by this proposed AD. The inspections that are currently required by AD 93-14-08 take approximately 2 work hours per airplane to accomplish. The average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the current inspection requirements AD on U.S. operators is estimated to be \$1,200, or \$120 per airplane, per inspection cycle.

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. However, since AD 93-14-08 became effective on September 3, 1993, the FAA assumes that at least the initial inspection already has been performed on several of the affected airplanes. Thus, the total cost impact of this proposed AD may be reduced by the amount of the costs associated with those inspections that have already been accomplished.

Additionally, since this proposed AD would extend the compliance time for the initial inspection of some airplanes, it has the effect of reducing the economic burden for operators of those airplanes, since it would preclude scheduling an airplane for inspections at a time earlier than is necessary.

Should replacement of the boom angles with modified boom angles be necessary, it would require approximately 150 work hours to accomplish, at an average labor charge of \$60 per work hour. Required parts would cost approximately \$3,800 per airplane.

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 removing amendment 39-8632 (58 FR 42194, August 9, 1993), and by adding a new airworthiness directive (AD), to read as follows:

British Aerospace: Docket 94-NM-107-AD. Supersedes AD 93-14-08, Amendment 39-8632.

Applicability: Model ATP series airplanes; serial numbers 2002 through 2063, 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 (j) 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 structural failure of the actuator attachment point, which could lead to collapse of the main landing gear (MLG), accomplish the following:

(a) Conduct a detailed visual inspection to detect cracking of the aft end of the engine outboard rib boom angles under the wing rib outboard of the left and right engine, in accordance with British Aerospace Service Bulletin ATP-57-13, Revision 1, dated January 15, 1993; or Revision 5, dated June 3, 1994; at the applicable time indicated below.

(1) For airplanes on which Modification 10313A (reference British Aerospace Service Bulletin ATP-56-16-1013A, Revision 1, dated July 2, 1994) has not been accomplished: Conduct the initial inspection within 400 hours time-in-service after September 8, 1993 (the effective date of AD 93-14-08, amendment 39-8632), or within 12 months since airplane manufacture, whichever occurs later.

(2) For airplanes on which Modification 10313A has been accomplished (modified inboard and outboard boom angles on both the left wing and right wing): Conduct the initial inspection prior to the accumulation of 30,000 landings on the boom angle assembly or within 12 months after the effective date of this AD, whichever occurs later.

(b) For the purposes of compliance with this AD, the following apply:

(1) Repair of cracked rib boom angles shall be accomplished in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(2) Replacement of cracked rib boom angle assemblies with modified assemblies shall be accomplished in accordance with British Aerospace Service Bulletin ATP-57-16-10313A, Revision 1, dated July 2, 1994 (as corrected by Erratum 2, dated August 30, 1994). Prior to the accumulation of 30,000 landings on the replaced (modified) boom angle assembly, repeat the inspection in accordance with paragraph (a) of this AD.

(c) If no crack is detected: Repeat the detailed visual inspection at intervals not to exceed 3,000 landings or 12 months, whichever occurs first.

(d) If any crack is detected on only one rib boom angle, and that crack does not extend beyond bolt hole X: Repeat the detailed visual inspection of the rib boom angle for additional crack propagation at intervals not to exceed 300 hours time-in-service.

(1) If no additional crack propagation is detected during any of the repetitive inspections: Within 6 months after discovery of the crack, either repair the rib boom angle or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(2) If any of the repetitive inspections reveal that crack propagation has reached or extends beyond bolt hole Y or into bolt hole A: Prior to further flight, either repair the rib boom angle or replace the rib boom assembly in accordance with paragraph (b) of this AD.

(e) If any crack is detected on only one rib boom angle, and that crack extends beyond bolt hole X, but not beyond bolt hole Y or down towards bolt hole A: Repeat the detailed visual inspection of the rib boom

angle for additional crack propagation at intervals not to exceed 100 hours time-in-service.

(1) If no additional crack propagation is detected during any of the repetitive inspections: Within 3 months after discovery of the crack, either repair the rib boom angle or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(2) If any of the repetitive inspections reveal that crack propagation has reached or extends beyond bolt hole Y or into bolt hole A: Prior to further flight, either repair the rib boom angle or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(f) If any crack is detected on only one rib boom angle, and that crack extends beyond bolt hole Y or into bolt hole A: Repeat the detailed visual inspection of the rib boom angle for additional crack propagation at intervals not to exceed 50 hours time-in-service.

(1) If no additional crack propagation is detected during any of the repetitive inspections: Within 1 month after discovery of the crack, either repair the rib boom angle or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(2) If any of the repetitive inspections reveal that crack propagation has reached or extends beyond bolt hole Y or into bolt hole A: Prior to further flight, either repair the rib boom angle or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(g) If any crack is detected on both rib boom angles, and cracks do not extend beyond bolt hole X: Repeat the detailed visual inspection of the rib boom angles for additional crack propagation at intervals not to exceed 100 hours time-in-service.

(1) If no additional crack propagation is detected during any of the repetitive inspections: Within 3 months after discovery of the cracks, either repair the rib boom angles or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(2) If any of the repetitive inspections reveal that crack propagation has reached or extends beyond bolt hole Y or into bolt hole A: Prior to further flight, either repair the rib boom angles or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(h) If any crack is detected on both rib boom angles, and cracks extend beyond bolt hole X, but not beyond bolt hole Y or down towards bolt hole A: Repeat the detailed visual inspection of the rib boom angles for additional crack propagation at intervals not to exceed 50 hours time-in-service.

(1) If no additional crack propagation is detected during any of the repetitive inspections: Within 1 month after discovery of the cracks, either repair the rib boom angles or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(2) If any of the repetitive inspections reveal that crack propagation has reached or extends beyond bolt hole Y or into bolt hole A: Prior to further flight, either repair the rib boom angles or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(i) If any crack is detected on both rib boom angles, and cracks extend beyond bolt hole Y or into bolt hole A: Prior to further flight, either repair the rib boom angles or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(j) 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.

(k) 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 11, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-1131 Filed 1-17-95; 8:45 am]

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14 CFR Part 39

[Docket No. 94-NM-200-AD]

Airworthiness Directives; Dassault Aviation Model Mystere-Falcon 900 Series Airplanes Equipped With Fairchild Model F800 Flight Data Recorders, Installed in Accordance With Supplemental Type Certificate (STC) SA7255SW-D

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 Dassault Aviation Model Mystere-Falcon 900 series airplanes. This proposal would require modification of the electrical power installation of the flight data recorder, replacement of the currently installed socket box for ground power with a modified socket box, and performance of checks and tests. This proposal is prompted by reports of the generators shutting down due to an intermittent relay failure of the flight data recorders. The actions specified by the proposed AD are intended to prevent loss of