

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new AD to read as follows:

Grob Luft Und Raumfahrt: Docket No. 93-CE-59-AD.

Applicability: Models G102 Astir CS, Club Astir IIb, Twin Astir, Speed Astir, Standard Astir II, and Speed Astir IIb Sailplanes (all serial numbers), certificated in any category.

Compliance: Required within the next 30 calendar days after the effective date of this AD, unless already accomplished.

To prevent elevator and rudder hinge separation, which could result in loss of control of the sailplane, accomplish the following:

(a) Visually inspect all elevator and rudder hinges for damage (delamination, cracks, corrosion, or buckling) in accordance with the III. Procedure section of Grob Repair Instruction No. 306-27/1 to Service Bulletin TM 306-27/1, dated June 4, 1991. Prior to further flight, repair any damaged parts in accordance with the service information referenced above.

Note 1: The service instructions of this AD call for "the work to be carried out by a competent person or an authorized aviation workshop and has to be certified in the logbook by an authorized inspector." This statement does not apply to sailplanes registered in the United States and the AD is to be accomplished using procedures in part 43 of the Federal Aviation Regulations (14 CFR part 43).

(b) 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 sailplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to Grob Luft und Raumfahrt, D-8939 Mattsies, Germany; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on January 10, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-1130 Filed 1-17-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-176-AD]

Airworthiness Directives; McDonnell Douglas Model DC-10-10, -15, -30, -40, and KC-10 (Military) 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 McDonnell Douglas DC-10 and KC-10 series airplanes. This proposal would require repetitive eddy current inspections to detect fatigue cracking of the pylon aft bulkhead flange, upper pylon box web, fitting radius, and adjacent tangent areas; and repair, if necessary. This proposal is prompted by fatigue cracking found in the wing pylon aft bulkheads on two airplanes. The actions specified by the proposed AD are intended to prevent failure of the wing pylon aft bulkhead due to fatigue cracking, which could lead to separation of the engine and pylon from the airplane.

DATES: Comments must be received by March 14, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-176-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 McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90801-1771, Attention: Business Unit Manager, Technical Administrative Support, Dept. L51, M.C. 2-98. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT: Maureen Moreland, Aerospace Engineer, Airframe Branch, ANM-120L, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5238; fax (310) 627-5210.

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-176-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-176-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On July 24, 1992, the FAA issued AD 92-17-13, amendment 39-8342 (57 FR 36894, August 17, 1992), which is applicable to McDonnell Douglas Model DC-10 series airplanes. That AD requires a one-time visual inspection to detect cracks of the wing pylon aft bulkheads and upper spar webs, and repair, if necessary; additionally, it requires that operators submit a report of their inspection findings to the FAA. That AD was prompted by reports of fatigue cracking that occurred in the wing pylon aft bulkheads on two airplanes. The fatigue cracking initiated at fastener holes and/or at the lower forward edge of the bulkhead flange. Such cracking, if not detected and corrected in a timely manner, could lead to failure of the wing pylon aft bulkhead

and subsequent separation of the engine and pylon from the airplane.

One of the intended purposes of the one-time visual inspection and submission of reports required by that AD was to allow the FAA and the manufacturer to obtain data as to the general condition of the affected fleet relevant to the identified fatigue cracking. Based on this data, the manufacturer has conducted further investigation and analysis of the cracking found in the subject areas. This effort has revealed that the cracking was caused by fatigue that was accelerated by preload conditions. The manufacturer has developed inspection procedures that will ensure that this fatigue cracking is identified and corrected before it reaches critical lengths.

The FAA has reviewed and approved McDonnell Douglas Alert Service Bulletin A54-106, Revision 2, dated November 3, 1994, which describes procedures for conducting repetitive eddy current inspections to detect fatigue cracking of the pylon aft bulkhead flange, upper pylon box web, fitting radius, and adjacent tangent areas.

The service bulletin also describes procedures for performing a visual inspection for gaps between the pylon aft bulkhead flange, upper pylon box web, fitting radius, and adjacent tangent areas, and shimming any gaps found. Once this inspection is performed, the repetitive eddy current inspections of these areas are no longer necessary.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require repetitive eddy current inspections to detect fatigue cracking of the pylon aft bulkhead flange, upper pylon box web, fitting radius, and adjacent tangent areas. If any cracks are found, they would be required to be repaired in accordance with a method approved by the FAA. The proposed AD would also provide for an optional terminating action consisting of a gap inspection of bulkhead components and necessary shimming. The actions would be required to be accomplished in accordance with the service bulletin described previously.

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 requirement.

There are approximately 426 Model DC-10 and KC-10 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 269 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 8 work hours per airplane to accomplish the proposed eddy current inspections, 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 \$129,120, or \$480 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.

Should an operator elect to accomplish the optional terminating action that would be provided by this proposed rule, it would require approximately 2 work hours per airplane to accomplish the gap inspection, at an average labor rate of \$60 per work hour. The cost and labor associated with any necessary shimming would vary, depending upon what was revealed by the gap inspection.

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:

McDonnell Douglas: Docket 94-NM-176-AD.

Applicability: Model DC-10-10, -15, -30, -40, and KC-10 (military) series airplanes; as listed in McDonnell Douglas Alert Service Bulletin A54-106, Revision 2, dated November 3, 1994; 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 prevent failure of the wing pylon aft bulkhead due to fatigue cracking, which could lead to separation of the engine and pylon from the airplane, accomplish the following:

(a) Prior to the accumulation of 1,800 landings after the effective date of this AD, conduct an eddy current inspection to detect fatigue cracks in the pylon aft bulkhead flange, upper pylon box web, fitting radius, and adjacent tangent areas, in accordance

with McDonnell Douglas Alert Service Bulletin A54-106, Revision 2, dated November 3, 1994. Repeat this inspection thereafter at intervals not to exceed 1,800 landings.

(b) If any crack(s) is found during any inspection required by paragraph (a) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(c) Accomplishment of the gap inspection and necessary shimming in accordance with "Phase III," as specified in McDonnell Douglas Alert Service Bulletin A54-106, Revision 2, dated November 3, 1994, constitutes terminating action for the inspections required by paragraph (a) of this AD.

(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, Los Angeles ACO, 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, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(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 January 11, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95-1134 Filed 1-17-95; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-220-AD]

Airworthiness Directives; Raytheon Corporate Jets Models DH/BH/HS/BAe 125-1 to -700 Series Airplanes; BAe 125-800A Airplanes; and Hawker 800 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 Raytheon Corporate Jets Models DH/BH/HS/BAe 125-1 to -700 series, BAe 125-800A, and Hawker 800 series airplanes. This proposal would require replacement of the existing standby static inverter with an inverter that

incorporates a circuit board assembly sealed with a conformal coating. This proposal is prompted by reports of failure of the standby static inverter caused by electrical shorting from moisture condensing on the printed circuit boards (PCB), due to aberrations in the PCB conformal coating. The actions specified by the proposed AD are intended to prevent malfunction of the standby static inverter due to exposure to moisture caused by inadequate insulation coating of the circuit board assembly. Malfunction or failure of the standby static inverter, when its use is necessary, could result in the loss of electric power for certain equipment critical to safety of flight.

DATES: Comments must be received by February 27, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-220-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 Raytheon Corporate Jets, Inc., 3 Bishops Square, St. Albans Road West, Hatfield, Hertfordshire, AL109NE, United Kingdom. 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-220-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-220-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 certain Raytheon Corporate Jets Models DH/BH/HS/BAe 125-1 to -700, BAe 125-800A, and Hawker 800 series airplanes. The CAA advises that it has received reports of failure of the standby static inverter on certain of these airplanes. Failure was caused by electrical shorting from moisture condensing on the printed circuit boards (PCB), due to aberrations in the PCB's conformal coating. Investigation has revealed that certain circuit boards in the inverters have conformal coatings that were applied improperly. The purpose of this coating is to protect the electric/electronic circuits from moisture. Improper coating of the circuit boards can allow moisture to condense on the PCB; this could cause an electrical short that, subsequently, could result in a malfunction or failure of the standby static inverter. This condition, if not corrected, could result in the loss of all alternating current (AC) electric power for equipment that is critical to safety of flight.

Raytheon Corporate Jets has issued Hawker Service Bulletin SB.24-308-7673A, Revision 1, dated July 11, 1994, which describes procedures for removing the existing standby static inverter and replacing it with a printed circuit board assembly that is properly sealed with a conformal coating. The CAA classified this service bulletin as mandatory and issued British airworthiness directive 005-05-94 in order to assure the continued