

WIPL-SD-0049, WIPL-SD-0051 through WIPL-SD-0065, WIPL-SD-0067, WIPL-SD-0070, WIPL-SD-0071, SDJ10883, SDJ10884A, SDJ10884B, and SDJ10886 through SDJ10891

(1) To ensure that a part number SP28E4 taper pin is installed, visually inspect the passenger/crew door locking mechanism in the area between the locking dog and indicator button assembly in accordance with Part 2 of the Accomplishment Instructions section of Jetstream Service Bulletin (SB) 52-A-JA 911140, which incorporates the following pages:

Pages	Revision level	Date
4, 5, 7, and 9	Original Issue	February 3, 1992.
2 .....	Revision 1 ....	June 26, 1992.
1, 3, 6, and 8	Revision 2 ....	October 6, 1992.

(2) If a taper pin (part number SP28E4) is not installed, prior to further flight, accomplish Part 3 of the Accomplishment Instructions section of Jetstream SB 52-A-JA 911140.

(b) For all affected airplanes regardless of the serial number passenger door installed, modify the passenger door warning system in accordance with the Accomplishment Instructions section of Jetstream SB 52-JM 7793, which incorporates the following pages:

Pages	Revision level	Date
4 through 11	Original Issue	November 19, 1992.
1, 2, and 3 ...	Revision 1 ....	August 10, 1993.

**Note 1:** Compliance with a previous revision level of the service bulletins referenced in this AD fulfills the applicable requirements of this AD and is considered "unless already accomplished" for that portion of the AD.

(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) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office (ACO), FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

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

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Jetstream Aircraft Limited, Manager Product Support,

Prestwick Airport, Ayrshire, KA9 2RW Scotland; telephone (44-292) 79888; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC, 20041-6029; or may examine these documents 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 February 14, 1995.

**Barry D. Clements,**  
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-4252 Filed 2-21-95; 8:45 am]  
BILLING CODE 4910-13-U

**14 CFR Part 39**

[Docket No. 94-NM-254-AD]

**Airworthiness Directives; Lockheed Model L-1011-385 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 Lockheed Model L-1011-385 series airplanes. This proposal would require modifications of various fluid drainage areas of the fuselage. This proposal is prompted by incidents involving corrosion and fatigue cracking 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 the proposed AD are intended to prevent degradation of the structural capabilities of the affected airplanes due to problems associated with corrosion.

**DATES:** Comments must be received by April 17, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-254-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 Lockheed Aeronautical Systems Support Company, Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the FAA, Transport

Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia.

**FOR FURTHER INFORMATION CONTACT:** Thomas Peters, Flight Test Branch, ACE-160A, FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7367; fax (404) 305-7348.

**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-254-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-254-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

**Discussion**

In April 1988, a high-cycle transport category airplane (specifically, a Boeing Model 737) was involved in an accident in which the airplane suffered major structural damage during flight.

Investigation of this accident revealed that the airplane had numerous fatigue cracks and a great deal of corrosion. Subsequent inspections conducted by the operator on other high-cycle transport category airplanes in its fleet revealed that other airplanes had extensive fatigue cracking and corrosion.

Prompted by the data gained from this accident, the FAA sponsored a conference on aging airplanes in June 1988, which was attended by representatives from the aviation industry and airworthiness authorities from around the world. It became obvious that, because of the tremendous increase in air travel, the relatively slow pace of new airplane production, and the apparent economic feasibility of operating older technology airplanes rather than retiring them, increased attention needed to be focused on the aging airplane fleet and maintaining its continued operational safety.

The Air Transport Association (ATA) of America and the Aerospace Industries Association (AIA) of America agreed to undertake the task of identifying and implementing procedures to ensure the continued structural airworthiness of aging transport category airplanes. An Airworthiness Assurance Working Group (AAWG) was established initially in August 1988, with members representing aircraft manufacturers, operators, regulatory authorities, and other aviation industry representatives worldwide. The objective of the AAWG was to sponsor "Task Groups" to:

1. select service bulletins, applicable to each airplane model in the transport fleet, to be recommended for mandatory modification of aging airplanes;
2. develop corrosion-directed inspections and prevention programs;
3. review the adequacy of each operator's structural maintenance program;
4. review and update the Supplemental Inspection Documents (SID); and
5. assess repair quality.

The L-1011 Structures Task Group, which was assigned by the AAWG to review the Lockheed Model L-1011-385 series airplanes, completed its work on Item 2 in 1991 and developed a baseline program for controlling corrosion problems that may jeopardize the continued airworthiness of the Model L-1011 fleet. The program is contained Lockheed Document Number LR 31889, "Corrosion Prevention and Control Program, TriStar L-1011," dated March 15, 1991.

The FAA reviewed and approved that Document and, on October 8, 1993,

issued AD 93-20-03, amendment 39-8710 (58 FR 60775, November 18, 1993), which is applicable to all Lockheed Model L-1011 series airplanes. That AD requires the implementation of a corrosion prevention and control program (CPCP), comparable to the one outlined in the Lockheed Document, either by accomplishing specific tasks or by revising the FAA-approved maintenance inspection program to include such a program.

#### Current Service Information

Since issuance of AD 93-20-03, the FAA has reviewed and approved Revision A of Lockheed Document Number LR 31889, "Corrosion Prevention and Control Program, TriStar L-1011," dated April 1994. This revision of the Lockheed Document contains Section 7.2, which lists twelve Lockheed service bulletins that have been recommended for mandatory action by the L-1011 Structures Task Group.

The twelve Lockheed service bulletins recommended by the Task Group describe various modifications, installations, and inspections of the fuselage and wings that are intended to decrease the airplane's susceptibility to corrosion in specific areas. The pertinent Lockheed service bulletins are:

1. Service Bulletin 093-51-007, Revision 5, dated December 20, 1973, describes procedures for modifying the afterbody-emennage-wing area to improve drainage capability.
2. Service Bulletin 093-53-061, Revision 1, dated June 20, 1974, describes procedures for modifying the drainage provisions at the surround structure of the C-1, C-2, and C-3 cargo doors.
3. Service Bulletin 093-53-068, dated October 23, 1974, describes procedures for installing a drain at the C-1A cargo door sill.
4. Service Bulletin 093-53-095, Revision 2, dated June 22, 1987, describes procedures for installing additional provisions for drainage at the pressure deck of the nose landing gear.
5. Service Bulletin 093-53-113, dated November 12, 1975, describes procedures for a modifying the area of the stringers at Fuselage Station (FS) 1792 to improve fluid drainage.
6. Service Bulletin 093-53-157, dated May 3, 1977, describes procedures for inspecting and modifying the sealing and drainage provisions at the aft pressure bulkhead.
7. Service Bulletin 093-53-186, Revision 3, dated June 11, 1991, describes procedures for the installing

additional drainage provisions in the fuselage drain system.

8. Service Bulletin 093-53-192, Revision 2, dated December 9, 1981, describes procedures for modifying the fuselage drain system.

9. Service Bulletin 093-53-204, Revision 1, dated March 26, 1984, describes procedures for modifying the door sill drain and cargo compartment beam at the galley and door compartments.

10. Service Bulletin 093-53-234, Revision 2, dated November 12, 1992, describes procedures for modifying the galley door sill area to improve corrosion resistance.

11. Service Bulletin 093-57-089, Revision 1, dated October 4, 1976, describes procedures for installing drain provisions and a dam in the main landing gear torque box.

12. Service Bulletin 093-57-138, Revision 1, dated July 17, 1981, and Change Note, dated September 3, 1982, describe procedures for inspecting the lower surface bolts at wing body line (WBL) 115.95 to detect corrosion, and necessary modification.

The FAA has considered the recommendation of the Task Group and concurs with it. The FAA has determined that accomplishment of the actions specified in the twelve Lockheed service bulletins will contribute to positively addressing the unsafe condition presented by the problems associated with corrosion.

#### Proposed Requirements of AD

Since corrosion is likely to exist or develop on airplanes of this type design, an AD is proposed which would require the accomplishment of the modification, installation, and other actions specified in the twelve Lockheed service bulletins described previously.

Although the proposed AD would be a rulemaking action completely separate from AD 93-20-03, the compliance schedule for the accomplishment of the proposed actions would be consistent with that for the corrosion inspections (tasks) currently required by AD 93-20-03. The initial corrosion tasks required by AD 93-20-03 must be accomplished within various intervals of time, depending on what "airplane zone" is involved; the intervals are measured from a date one year after the effective date of that AD. Accordingly, since the effective date of AD 93-20-03 is "December 17, 1993," the schedule for the actions currently required by that AD is measured from December 17, 1994.

This proposed AD would require accomplishment of the proposed modifications, installations, and

inspections at the same time that the initial corrosion task in the corresponding airplane zone is required by AD 93-20-03. Scheduling the proposed actions at the same time as the currently-required corrosion tasks will minimize additional work for affected operators by allowing them to perform all actions concurrently. This also will eliminate the necessity of operators having to gain access to subject areas more than once.

Additionally, certain of the modifications described in the twelve Lockheed service bulletins were incorporated previously on some airplanes during production. For such cases, no additional work would be required by this proposed AD.

#### Economic Impact Information

There are approximately 241 Model L-1011-385 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 117 airplanes of U.S. registry would be affected by this proposed AD. It would take approximately 236 work hours per airplane to accomplish the proposed actions, including time to gain access and close up. The average labor rate is currently \$60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,656,720, or \$14,160 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. However, as indicated previously, some airplanes that would be subject to the proposed AD were modified during production to incorporate certain of the proposed modifications and installations. In light of this, the total cost impact of this proposal would be considerably less than the figure discussed above.

Additionally, the number of required work hours for the proposed requirements of this AD, as indicated above, is presented as if the accomplishment of those actions were to be conducted as "stand alone" actions. However, in actual practice, these actions would be accomplished coincidentally or in combination with actions currently required by AD 93-20-03. Therefore, the actual number of necessary "additional" work hours will be minimal for the majority of affected operators.

#### Regulatory Impact

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:

**Lockheed:** Docket 94-NM-254-AD.

**Applicability:** All Model L-1011-385 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 structural failure due to the problems associated with corrosion accomplish the following:

(a) Accomplish the modifications, installations, and inspections described in the Lockheed service bulletins listed in Section 7.2 of Lockheed Document Number LR 31889, "Corrosion Prevention and Control Program, TriStar L-1011," Revision A, dated April 1994 (hereafter referred to as "the Document"), in accordance with the following schedule:

**Note 2:** Airplanes on which the modifications, installations, and inspections required by this paragraph have been accomplished prior to the effective date of this AD or during production are considered to be in compliance with this paragraph.

**Note 3:** Airplanes on which the modifications, installations, and inspections required by this paragraph have been accomplished previously in accordance with an earlier version of the applicable service bulletin listed in Section 7.2 of the Document, are considered to be in compliance with this paragraph.

**Note 4:** "Airplane zones," "implementation ages," and "repeat intervals," as referred to in this paragraph, are specified in Section 4.3 of the Document.

(1) For modifications, installations, and inspections located in an airplane zone that has not yet exceeded the "implementation age" (IA) for that zone as of December 17, 1994 (one year after the effective date of AD 93-20-03, amendment 39-8710): Compliance is required no later than the IA plus the repeat (R) interval for the applicable zone.

(2) For modifications, installations, and inspections located in an airplane zone that has exceeded the IA for that zone as of December 17, 1994: Compliance is required within one R interval for that zone, measured from December 17, 1994.

(3) For airplanes that are 20 years old or older as of December 17, 1994: Accomplishment of the modifications, installation, and inspections is required within one R interval for the applicable airplane zone, but not to exceed 6 years, measured from December 17, 1994, whichever occurs first.

(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, Atlanta Aircraft Certification Office (ACO), ACE-115A, FAA, Small 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, Atlanta ACO.

**Note 5:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(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.

Issued in Renton, Washington, on February 15, 1995.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-4253 Filed 2-21-95; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 39

[Docket No. 93-CE-61-AD]

### **Airworthiness Directives; Piper Aircraft Corporation PA24, PA28R, PA30, PA32R, PA32RT, PA34-200, PA34-200T, PA39, and PA44 Series 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 certain Piper Aircraft Corporation (Piper) PA24, PA28R, PA30, PA32R, PA32RT, PA34-200, PA34-200T, PA39, and PA44 series airplanes. The proposed action would require repetitively inspecting the main gear side brace studs for cracks and replacing any cracked main gear side brace stud. Several reports of main gear side brace stud cracks on the affected airplanes, including seven incidents where the main landing gear (MLG) collapsed, prompted the proposed AD. The actions specified by the proposed AD are intended to prevent a MLG collapse caused by main gear side brace stud cracks, which, if not detected and corrected, could result in loss of control of the airplane during landing operations.

**DATES:** Comments must be received on or before May 5, 1995.

**ADDRESSES:** Submit comments in triplicate to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 93-CE-61-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.

Information that relates to the proposed AD may be inspected at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Christina Marsh, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College

Park, Georgia 30337-2748; telephone (404) 305-7362; facsimile (404) 305-7348.

#### **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. 93-CE-61-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, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 93-CE-61-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

##### **Discussion**

The FAA has received several reports of main gear side brace stud cracks on Piper PA24, PA32R, PA34-200, and PA34-200T series airplanes. These reports include an accident in the United Kingdom where the main landing gear (MLG) collapsed on a Piper PA34-200 series airplane because of high cycle fatigue cracking of the main gear side brace stud. Metallurgical examination of the stud revealed that separate fatigue cracks had originated from both the inboard and the outboard edges near the bending radius of the shank. Reverse bending loads then allowed these cracks to extend across

approximately 30-percent of the shank cross-section. The remaining 70-percent of the shank cross-section failed because of overstress. Review of service difficulty records in the United Kingdom and Canada, as well as the United States, indicated that this accident was almost identical to other accidents on Piper airplane models of similar type design.

On February 11, 1994, the FAA issued an advance notice of proposed rulemaking (ANPRM) to solicit comments from owners/operators of the affected airplanes in order to adequately make a determination as to what type of action to take (if any). From responses to this ANPRM, the FAA found that most of the owners/operators that responded are currently inspecting the main gear side brace studs on a routine basis (every annual or 100 hours); however, these operators are not removing the studs or using non-destructive inspection methods. Based on its review of the above-referenced incidents, the FAA has determined that, in order to adequately detect any cracks on the main gear side brace studs, these studs must be removed and inspected using dye penetrant or magnetic particle methods.

After examining the circumstances and reviewing all available information related to the incidents and accidents described above, including the comments received in response to the ANPRM, the FAA has determined that AD action should be taken to prevent MLG collapse caused by main gear side brace stud cracks, which, if not detected and corrected, could result in loss of control of the airplane during landing operations.

Since an unsafe condition has been identified that is likely to exist or develop in other Piper PA24, PA28R, PA30, PA32R, PA32RT, PA34-200, PA34-200T, PA39, and PA44 series airplanes of the same type design, the proposed AD would require repetitively inspecting (using dye penetrant or magnetic particle methods) the main gear side brace studs for cracks, and replacing any cracked main gear side brace stud.

The FAA estimates that 9,200 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 5 workhours to initially inspect both the right and left main landing gear side brace studs, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$2,760,000. This figure represents the cost of the initial inspection, and does not reflect costs for