

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 rapid decompression of the airplane due to cracking and subsequent failure of certain outflow/safety valves, accomplish the following:

(a) Within 30 days after January 3, 1995 (the effective date of AD 94-26-01, amendment 39-9097), revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following. This may be accomplished by inserting a copy of this AD in the AFM.

“Operation of the airplane at any altitude above 41,000 feet is prohibited.”

(b) Within 18 months after the effective date of this AD, replace the outflow/safety valves, part numbers 130406-1 and 102850-5, as identified in Allied Signal Aerospace Alert Service Bulletin 130406-21-A4011, Revision 3, dated January 5, 1995, or 102850-21-A4021, Revision 2, dated October 6, 1994, as applicable; with serviceable parts in accordance with the procedures described in the applicable alert service bulletin. Accomplishment of this replacement constitutes terminating action for the requirement of paragraph (a) of this AD; after the replacement has been accomplished, the previously required AFM limitation may be removed.

(c) As of January 3, 1995 (the effective date of AD 94-26-01, amendment 39-9097), no person shall install an outflow/safety valve, part number 130406-1 or 102850-5, as identified in Allied Signal Aerospace Alert Service Bulletin 130406-21-A4011, Revision 3, dated January 5, 1995, or 102850-21-A4021, Revision 2, dated October 6, 1994, as applicable; on any airplane unless that valve is considered to be serviceable in accordance with the specifications contained in the Accomplishment Instructions of the applicable alert service bulletin.

(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 Aircraft Certification Office (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 March 9, 1995.

Neil D. Schalekamp,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95-6322 Filed 3-15-95; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-15-AD]

Airworthiness Directives; Boeing Model B-17E, F, and G Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Boeing Model B-17E, F, and G airplanes. This proposal would require inspections to detect cracking and corrosion of the wing spar chords, bolts and bolt holes of the spar chords, and wing terminals; and correction of any discrepancy found during these inspections. This proposal is prompted by reports of cracking and corrosion of the wing spar. The actions specified by the proposed AD are intended to prevent reduced structural integrity of the wing of the airplane due to the problems associated with corrosion and cracking of the wing spar.

DATES: Comments must be received by April 18, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-15-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.

FOR FURTHER INFORMATION CONTACT: Philip Forde, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2771; fax (206) 227-1181.

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 95-NM-15-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. 95-NM-15-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

Recently, during routine inspections of several Boeing Model B-17 series airplanes, extensive corrosion and numerous cracks were found on the tubular spar chords of the inner wing. These tubular spar chords mate with the circular inner wing attach fitting inserts that are held together by close tolerance bolts. (There are four such joints on each wing of the airplane.) Investigation revealed that moisture trapped in the inner wing spars caused some of the bolts in the joint assemblies to seize and corrode. The FAA has determined that the wing spar assembly is susceptible to moisture accumulation, which may result in internal corrosion and subsequent cracking in this area. Since this area is subject to maximum bending and stress loads, cracking in this area is particularly critical.

This condition, if not corrected and detected in a timely manner, could result in reduced structural integrity of the wing of the airplane.

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 a dye penetrant inspection to

detect cracking and corrosion of the aluminum wing spar chords; an eddy current inspection to detect cracking and corrosion of the bolts and bolt holes of the spar chords; and correction of any discrepancies found. The FAA has determined that the spar-to-wing terminal joint must be separated, including removing the wing of the airplane from the fuselage, to adequately detect cracking and corrosion of the bolts, inner wing fittings, and tubular spar chords. This action would also require visual and eddy current inspections to detect cracking and corrosion of the wing terminals and spar chords; and repair of any cracking or corrosion found.

There are approximately 12 airplanes of the affected design in the worldwide fleet. The FAA estimates that 10 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 1,500 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$900,000, or \$90,000 per airplane.

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

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

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

39.13 [Amended]

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

Boeing: Docket 95-NM-15-AD.

Applicability: All Model B-17E, F, and G airplanes, certificated in any category.

Note 1: For airplanes on which the terminal fitting-to-spar chord joint was separated prior to the effective date of this AD, and inspection(s) of and/or repair(s) to the wing terminals-to-spar chords were accomplished prior to the effective date of this AD: Applications for an alternative method of compliance to the requirements of paragraphs (a) and (b) of this AD should be submitted to the FAA, in accordance with the provisions of paragraph (d) of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent reduced structural integrity of the wing of the airplane, accomplish the following:

(a) Within 90 days after the effective date of this AD, accomplish the requirements of paragraphs (a)(1), (a)(2), and (a)(3) of this AD.

(1) Perform a dye penetrant inspection to detect cracking of each inboard end of the eight aluminum wing spar chords, in accordance with MIL-STD-6866. If any cracking is detected that is beyond the limits specified in the acceptance/rejection criteria contained in sensitivity level Group IV, MIL-I-25135, prior to further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

Note 2: The part number (P/N) for the upper wing spar chords is 3-14231-0, and the P/N for the lower wing spar chords is 3-14231-1.

(2) Perform a high frequency eddy current inspection to detect cracking of the bolt holes of the spar chords, in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. The inboard-most bolt on each of the eight wing terminal fitting-to-wing spar chord tube joints must be removed to perform this inspection.

Note 3: The following are the P/N's for the terminal fitting-to-spar chord joint assemblies:

Assemblies	Assembly part No.
Left Upper Front Spar Joint Assembly	75-4781-0
Right Upper Front Spar Joint Assembly	75-4781-1
Left Lower Front Spar Joint Assembly	65-4782-512
Right Lower Front Spar Joint Assembly	65-4782-513
Left Upper Rear Spar Joint Assembly	75-4783-0
Right Upper Rear Spar Joint Assembly	75-4783-1
Left Lower Rear Spar Joint Assembly	75-4784-0
Right Lower Rear Spar Joint Assembly	75-4784-1

Note 4: The following are the P/N's for the bolts for the spar chords:

Bolts for	Bolt part No.
Upper and Lower Front Spar Chords.	NAS56A36
Upper Rear Spar Chord	NAS56A34
Lower Rear Spar Chord	NAS56A40-5

(3) Perform a visual inspection to detect corrosion of the bolts and replace any corroded bolt with a new bolt having a P/N in the NAS 6606 series in accordance with Army Technical Order Number 01-20EF-2. Prior to further flight, accomplish the requirements of paragraphs (a)(3)(i), (a)(3)(ii), and (a)(3)(iii) of this AD in accordance with Army Technical Order Number 01-20EF-2.

Note 4: The following are the P/N's for the replacement bolts for the spar chords:

Replacement bolts for	Replacement bolt part No.
Upper and Lower Front Spar .	NAS 6606-51
Upper Rear Spar	NAS 6606-47
Lower Rear Spar	NAS 6606-56

(i) Install a washer having P/N MS 20002C6 under the head of the bolt, a self-locking nut having P/N NAS 1804-6, and a washer having P/N MS 200026 under the nut, for each replacement bolt.

(ii) Torque any replacement bolt to 95-105 inch-pounds.

(iii) Oversize replacement bolts by 1/16 inch, as necessary.

(b) Within 18 months after the effective date of this AD, accomplish the requirements of either paragraph (b)(1) or (b)(2) of this AD.

(1) Perform visual and high frequency eddy current inspections, that include separating all eight wing terminal-to-spar chord joints, to detect cracking and corrosion of the wing terminals and spar chords, in accordance with a method approved by the Manager, Seattle ACO. Or

(2) Perform an equivalent inspection(s) to that required by paragraph (b)(1) of this AD,

that may not include separating the terminal fitting from the spar chord to detect cracking and corrosion of all eight wing terminal-to-spar chord joints, in accordance with a method approved by the Manager, Seattle ACO. To be considered acceptable, the equivalent inspection(s) must include, at a minimum, the criteria specified in paragraphs (b)(2)(i), (b)(2)(ii), and (b)(2)(iii) of this AD.

(i) The inspection must include removal of all 64 bolts that join the eight wing terminals to the eight spar chords; and

(ii) The inspection must adequately detect cracking of the spar chord, and corrosion between the terminal fitting and the spar chord; and

(iii) The inspection must include a visual inspection to detect corrosion of the attachment bolts; and a high frequency eddy current, and boroscope inspection at 10 power magnification, of the bolt holes common to the spar chord-to-wing terminal interface.

(c) If any cracking and/or corrosion is detected during any of the inspections required by paragraphs (a) and (b) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, Seattle ACO.

(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, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle 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 March 9, 1995.

Neil D. Schalekamp,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-6321 Filed 3-15-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-13-AD]

Airworthiness Directives; Fairchild Aircraft SA226 and SA227 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

Fairchild Aircraft SA226 and SA227 series airplanes that utilize a direct current (DC) generator. The proposed action would require relocating the left-hand (LH) and right-hand (RH) essential bus current limiters (225 amp) to the battery bus (main bus tie). A safety recommendation received by the Federal Aviation Administration (FAA) that details potential electrical failure problems on Fairchild SA226 and SA227 series airplanes prompted the proposed action. The actions specified by the proposed AD are intended to prevent failure of the LH or RH essential bus when engine failure results in a blown generator current limiter, which could result in loss of airplane electrical power.

DATES: Comments must be received on or before June 2, 1995.

ADDRESSES: Submit comments in triplicate to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-13-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.

Service information that applies to the proposed AD may be obtained from Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; telephone (210) 824-9421. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. George R. Hash, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5134; facsimile (817) 222-5959.

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. 95-CE-13-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. 95-CE-13-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received a safety recommendation that details potential electrical failure problems on Fairchild SA226 and SA227 series airplanes. Flight simulation revealed that electrical power loss could occur on the affected airplanes because of failure of the LH essential bus. Switching delays between the left and right side electrical systems result in left generator motor action, which could then cause the left side current limiter to open. This would result in failure of the left essential bus, which will result in loss of alternating current (AC) power to the primary attitude indicator and the lighting for the standby attitude indicator.

Failure of either engine will result in the loss of the essential bus for that side if the motoring action of the generator causes the current limiter to open. This condition, if not detected and corrected, could result in loss of airplane electrical power including loss of attitude and landing gear power.

Fairchild has issued Service Bulletin (SB) 226-24-034, SB 227-24-015, and SB CC7-24-002, all Issued: September 29, 1994. These service bulletins reference a modification that relocates the RH and LH essential bus current limiters (225 amp) to the battery bus (main bus tie). Fairchild Aircraft Engineering Kit Drawing 27K82376, "Current Limiter Rebussing Kit," contains the specific procedures for incorporating this modification on the affected airplanes.

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent the situation described above from occurring.