results from the difference between the 62 airplanes that are type certificated to have a Parker Hannifan Wheel and Brake Conversion Kit 199–111 installed (in accordance with STC SA599GL) and the owners/operators of the 31 of the 62 airplanes that have received these kits.

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 action (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 has been placed 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 a new AD to read as follows:

Piper Aircraft Corporation: Docket No. 95–CE–21–AD.

Applicability: Model PA31–T2 airplanes (serial numbers 31T–8166001 through 31T–1166062), certificated in any category, that have a Parker Hannifin Wheel and Brake Conversion Kit 199–111 installed in accordance with Supplemental Type Certificate (STC) SA599GL.

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 (c) of this AD 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 aircraft from the applicability of this AD.

Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the brake cylinder from chafing against the landing gear emergency extension air line when the gear is in the up and locked position, which, if not detected and corrected, could result in damage to the air line and subsequent loss of emergency gear extension capability, accomplish the following:

(a) Reroute the landing gear emergency extension air line in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Parker Hannifan Service Bulletin SB7034, dated April 23, 1994.

(b) Special flight permits may be issued in accordance with §§ 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.

(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, Chicago Aircraft Certification Office (ACO), FAA, 300 East Devon Avenue, Room 232, Des Plaines, Illinois 60018. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

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

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Parker Hannifan Corporation, Aircraft Wheel & Brake, 1160 Center Road, P.O. Box 158, Avon, Ohio 44011; 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 April 11, 1995.

Dwight A. Young,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–9344 Filed 4–14–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–NM–185–AD]

Airworthiness Directives; British Aerospace Model BAC 1–11–200 and –400 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 British Aerospace Model BAC 1–11–200 and –400 series airplanes. This proposal would require various inspections to detect discrepancies of fuselage frames at certain stations, and correction of discrepancies; and rework to limit the maximum differential operating pressure of the fuselage. This proposal would also require eventual modification of fuselage frames at certain stations, which would terminate the repetitive inspection requirements. This proposal is prompted by reports of fatigue cracking in certain fuselage frames in the vicinity of the passenger door at floor level due to fatigue-related stress. The actions specified by the proposed AD are intended to prevent such fatigue-related cracking, which could result in reduced structural integrity of the fuselage pressure vessel and possible decompression of the pressurized cabin.

DATES: Comments must be received by May 26, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–185–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 British Aerospace, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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–185–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–185–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 British Aerospace Model BAC 1–11–200 and –400 series airplanes. The CAA advises that reports have been received of fatigue cracking in frames 178 and 213.5 in the vicinity of the passenger door at floor level. Investigation revealed that such cracking was caused by fatigue-related stress. Such fatigue-related cracking, if not detected and corrected in a timely manner, could result in reduced structural integrity of the fuselage pressure vessel and possible decompression of the pressurized cabin.

British Aerospace has issued Alert Service Bulletin 53–A–PM5993, Issue 1, dated January 11, 1993. This alert service bulletin describes procedures for various repetitive inspections to detect structural discrepancies of the various structural configurations of the fuselage frames at stations 178 and 213.5, and correction of any discrepancy. This alert service bulletin also describes procedures for rework to limit the maximum differential operating pressure of the fuselage. Additionally, this alert service bulletin describes procedures for modification of fuselage frames at stations 178 and 213.5, which would eliminate the need for the repetitive inspections. For airplanes unrepaired or not reinforced by repair and operated at cabin pressurization differentials not exceeding 7.5 pounds per square inch (psi), the alert service bulletin describes procedures for the installation of terminating Modification PM5993 at 55,000 total landings. This modification introduces reinforcing structure to the subject area. The CAA classified this alert service bulletin as mandatory.

These airplane models are manufactured in the United Kingdom and are type certificated for operation in the United States under the provisions of § 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.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require various repetitive inspections to detect structural discrepancies of the various structural configurations of the fuselage frames at stations 178 and 213.5, and correction of any discrepancy. The proposed AD would also require rework to limit the maximum differential operating pressure of the fuselage. Additionally, this proposed AD would require eventual modification of fuselage frames at stations 178 and 213.5, which would constitute terminating action for the repetitive inspection requirements. The actions would be required to be accomplished in accordance with the alert service bulletin described previously.

The requirements of this proposed AD would differ from certain actions recommended in the referenced alert service bulletin. Specifically, for airplanes unrepaired or not reinforced by repair and operated at cabin pressurization differentials not exceeding 7.5 psi, the proposed AD would require installation of terminating Modification PM5993 prior to the accumulation of 85,000 total landings, rather than 55,000 total landings as indicated in the alert service bulletin. The higher threshold of 85,000 landings for modification has been recommended by the Airworthiness Assurance Working Group (AAWG), sponsored by the Air Transport Association (ATA) of America, the Aerospace Industries Association (AIA), and the FAA. In selecting that threshold, the AAWG considered the type of cracking involved, the impact such cracking would have on the adjacent structure, and service history of cracking in the subject area. The AAWG has recommended, and the FAA concurs, that safety will not be compromised if Modification PM5993 is installed prior to the accumulation of 85,000 total landings.

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.

The FAA estimates that 31 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 8 work hours per airplane to accomplish the proposed inspection at an average labor rate of $60 per work hour. Based on these figures, the total cost impact of the inspection proposed by this AD on U.S. operators is estimated to be $14,880, or $480 per airplane.

It would take approximately 80 work hours per airplane to accomplish the

proposed modification at an average labor rate of $60 per work hour. Required parts would cost approximately $2,000 per airplane. Based on these figures, the total cost impact of the modification proposed by this AD on U.S. operators is estimated to be $210,800, or $6,800 per airplane.

Based on above figures, the total cost impact of the proposed inspection and modification on U.S. operators is estimated to be $225,680, or $7,280, 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:

British Aerospace Airbus Limited (Formerly British Aerospace Commercial Aircraft Limited, British Aerospace Aircraft Group): Docket 94–NM–185–AD.

Applicability: Model BAC 1–11–200 and –400 series airplanes on which British Aerospace Modifications PM5445 and PM5713 have not been installed, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (h) 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 fatigue-related cracking in fuselage frames at stations 178 and 213.5 in the vicinity of the passenger door at floor level, which could result in reduced structural integrity of the fuselage pressure vessel and possible decompression of the pressurized cabin, accomplish the following:

(a) For airplanes unrepaired or not reinforced by repair on frames 178 and 213.5, in the area between stringers 25L and 27L: Accomplish paragraphs (a)(1), (a)(2), (a)(3), and (a)(4) of this AD, in accordance with British Aerospace Airbus Limited Alert Service Bulletin 53–A–PM5993, Issue 1, dated January 11, 1993.

(1) Perform the initial inspection prior to the compliance time specified in paragraph 2.1 of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later. Repeat the inspection thereafter at intervals specified in paragraph 2.1 of the Accomplishment Instructions of the alert service bulletin.

(2) If any discrepancy is found during any inspection required by paragraph (a)(1) of this AD, prior to further flight, correct the discrepancy in accordance with paragraph 2.1 of the Accomplishment Instructions of the alert service bulletin.

(3) Prior to the accumulation of the total number of landings specified in paragraph 2.1.5 or 2.1.10, as applicable, of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later, modify the structure of the fuselage frame at stations 178 and 213.5 in accordance with paragraph 2.1.5 or 2.1.10, as applicable, of the Accomplishment Instructions of the alert service bulletin. Accomplishment of this modification constitutes terminating action for the requirements of paragraphs (a)(1) and (a)(2) of this AD.

(4) Prior to the accumulation of 55,000 total landings or within 12 months after the effective date of this AD, whichever occurs later, rework the cabin pressurization system to limit the maximum differential operating pressure of the fuselage to 7.5 pounds per square inch (psi), in accordance with the alert service bulletin.

(b) For airplanes on which Structural Repair Manual, figure 76, repair in-situ has been acccomplished: Accomplish paragraphs (b)(1), (b)(2), (b)(3), and (b)(4) of this AD, in accordance with British Aerospace Airbus Limited Alert Service Bulletin 53–A–PM5993, Issue 1, dated January 11, 1993.

(1) Perform the initial inspection prior to the compliance time specified in paragraph 2.2 of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later. Repeat the inspection thereafter at intervals specified in paragraph 2.2 of the Accomplishment Instructions of the alert service bulletin.

(2) If any discrepancy is found during any inspection required by paragraph (b)(1) of this AD, prior to further flight, correct the discrepancy in accordance with paragraph 2.2 of the Accomplishment Instructions of the alert service bulletin; or in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(3) Prior to the accumulation of the total number of landings specified in paragraph 2.2.6 or 2.2.9, as applicable, of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later, modify the structure of the fuselage frame at stations 178 and 213.5 in accordance with paragraph 2.2.6 or 2.2.9, as applicable, of the Accomplishment Instructions of the alert service bulletin. Accomplishment of this modification constitutes terminating action for the requirements of paragraphs (b)(1) and (b)(2) of this AD.

(4) Prior to the accumulation of 55,000 total landings or within 12 months after the effective date of this AD, whichever occurs later, rework the cabin pressurization system to limit the maximum differential operating pressure of the fuselage to 7.5 psi, in accordance with the alert service bulletin.

(c) For airplanes on which Structural Repair Manual, figure 87, repair has been accomplished: Accomplish paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD, in accordance with British Aerospace Airbus Limited Alert Service Bulletin 53–A–PM5993, Issue 1, dated January 11, 1993.

(1) Perform the initial inspection prior to the compliance time specified in paragraph 2.3 of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later. Repeat the inspection thereafter

at intervals specified in paragraph 2.3 of the Accomplishment Instructions of the alert service bulletin.

(2) If any discrepancy is found during any inspection required by paragraph (c)(1) of this AD, prior to further flight, correct the discrepancy in accordance with paragraph 2.3 of the Accomplishment Instructions of the alert service bulletin; or in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(3) Prior to the accumulation of the total number of landings specified in paragraph 2.3.5 or 2.3.8, as applicable, of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later, modify the structure of the fuselage frames at stations 178 and 213.5 in accordance with paragraph 2.3.5 or 2.3.8, as applicable, of the Accomplishment Instructions of the alert service bulletin. Accomplishment of this modification constitutes terminating action for the requirements of paragraphs (c)(1) and (c)(2) of this AD.

(4) Prior to the accumulation of 55,000 total landings or within 12 months after the effective date of this AD, whichever occurs later, rework the cabin pressurization system to limit the maximum differential operating pressure of the fuselage to 7.5 psi, in accordance with the alert service bulletin.

(d) For airplanes on which Structural Repair Manual, figure 110 or 111, repair has been accomplished: Accomplish paragraphs (d)(1), (d)(2), (d)(3), and (d)(4) of this AD, in accordance with British Aerospace Airbus Limited Alert Service Bulletin 53–A–PM5993, Issue 1, dated January 11, 1993.

(1) Perform the initial inspection prior to the compliance time specified in paragraph 2.4 of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later. Repeat the inspection thereafter at intervals specified in paragraph 2.4 of the Accomplishment Instructions of the alert service bulletin.

(2) If any discrepancy is found during any inspection required by paragraph (d)(1) of this AD, prior to further flight, correct the discrepancy in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(3) Prior to the accumulation of the total number of landings specified in paragraph 2.4.5 or 2.4.8, as applicable, of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later, modify the structure of the fuselage frames at stations 178 and 213.5 in accordance with paragraph 2.4.5 or 2.4.8, as applicable, of the Accomplishment Instructions of the alert service bulletin. Accomplishment of this modification constitutes terminating action for the requirements of paragraphs (d)(1) and (d)(2) of this AD.

(4) Prior to the accumulation of 55,000 total landings or within 12 months after the effective date of this AD, whichever occurs later, rework the cabin pressurization system to limit the maximum differential operating pressure of the fuselage to 7.5 psi, in accordance with the alert service bulletin.

(e) For airplanes on which Structural Repair Manual, figure 76, reinforcement has been accomplished: Accomplish paragraphs (e)(1), (e)(2), (e)(3), (e)(4), and (e)(5) of this AD, in accordance with British Aerospace Airbus Limited Alert Service Bulletin 53–A–PM5993, Issue 1, dated January 11, 1993.

(1) Perform the initial inspection prior to the compliance time specified in paragraph 2.5 of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later. Repeat the inspection thereafter at intervals specified in paragraph 2.5 of the Accomplishment Instructions of the alert service bulletin.

(2) If any discrepancy is found during any inspection required by paragraph (e)(1) of this AD, prior to further flight, correct the discrepancy in accordance with paragraph 2.5 of the Accomplishment Instructions of the alert service bulletin; or in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(3) Prior to the accumulation of the total number of landings specified in paragraph 2.5.5 or 2.5.10, as applicable, of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later, modify the structure of the fuselage frames at stations 178 and 213.5 in accordance with paragraph 2.5.5 or 2.5.10, as applicable, of the Accomplishment Instructions of the alert service bulletin. Accomplishment of this modification constitutes terminating action for the requirements of paragraphs (e)(1) and (e)(2) of this AD.

(4) For airplanes operated at a cabin maximum pressure differential in excess of 7.5 psi, prior to the threshold times specified in Table C of the service bulletin, replace the reinforcements accomplished in accordance with the Structural Repair Manual, figure 76, with reinforcements accomplished in accordance with Structural Repair Manual 53–02–00, figure 110 or 111, as specified in the alert service bulletin.

(5) Prior to the accumulation of 55,000 total landings or within 12 months after the effective date of this AD, whichever occurs later, rework the cabin pressurization system to limit the maximum differential operating pressure of the fuselage to 7.5 psi, in accordance with the alert service bulletin.

(f) For airplanes on which Structural Repair Manual, figure 87, reinforcement has been accomplished: Accomplish paragraphs (f)(1), (f)(2), (f)(3), and (f)(4) of this AD, in accordance with British Aerospace Airbus Limited Alert Service Bulletin 53–A–PM5993, Issue 1, dated January 11, 1993.

(1) Perform the initial inspection prior to the compliance time specified in paragraph 2.6 of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later. Repeat the inspection thereafter at intervals specified in paragraph 2.6 of the Accomplishment Instructions of the alert service bulletin.

(2) If any discrepancy is found during any inspection required by paragraph (f)(1) of this AD, prior to further flight, correct the discrepancy in accordance with paragraph 2.6 of the Accomplishment Instructions of the alert service bulletin; or in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(3) Prior to the accumulation of the total number of landings specified in paragraph 2.6.6 or 2.6.9, as applicable, of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later, modify the structure of the fuselage frames at stations 178 and 213.5 in accordance with paragraph 2.6.6 or 2.6.9, as applicable, of the Accomplishment Instructions of the alert service bulletin. Accomplishment of this modification constitutes terminating action for the requirements of paragraphs (f)(1) and (f)(2) of this AD.

(4) Prior to the accumulation of 55,000 total landings or within 12 months after the effective date of this AD, whichever occurs later, rework the cabin pressurization system to limit the maximum differential operating pressure of the fuselage to 7.5 psi, in accordance with the alert service bulletin.

(g) For airplanes on which repairs other than those described in the Structural Repair Manual have been accomplished on frames 178 and 213.5, in the area between stringers 25L and 27L: Accomplish paragraphs (g)(1), (g)(2), and (g)(3) of this AD.

(1) Within 6 months after the effective date of this AD, submit the following for approval to the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate:

(i) Procedures and schedule for accomplishing the initial and repetitive inspections of the fuselage frames at stations 178 and 213.5; and

(ii) Schedule for installation of Modification PM5993 or Structural Repair Manual, figure 110 and 111, as applicable, at the fuselage frames at stations 178 and 213.5.

(2) Within 6 months after the procedures and schedules are approved, revise the FAA-approved maintenance program to include these procedures.

(3) Prior to the accumulation of 55,000 total landings or within 12 months after the effective date of this AD, whichever occurs later, rework the cabin pressurization system to limit the maximum differential operating pressure of the fuselage to 7.5 psi, in accordance with British Aerospace Airbus Limited Alert Service Bulletin 53–A–PM5993, Issue 1, dated January 11, 1993.

(h) 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.

(i) Special flight permits may be issued in accordance with §§ 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 April 11, 1995.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–9345 Filed 4–14–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–NM–183–AD]

Airworthiness Directives; British Aerospace Model BAC 1–11 200 and 400 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of an existing airworthiness directive (AD), applicable to British Aerospace Model BAC 1–11 200 and 400 series airplanes, that currently requires structural inspections and repairs or replacements, as necessary. This action would require additional inspections of certain Structural Significant Items (SSI) and expansion of the inspection area for certain other SSI's. This proposal is prompted by the results of a structural integrity audit, which indicated that in order to maintain the structural integrity of these airplanes as they approach or exceed the manufacturer's original fatigue design life goal, certain SSI's need to be inspected. The actions specified by the proposed AD are intended to ensure continuing structural integrity of these airplanes.

DATES: Comments must be received by May 26, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–183–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 British Aerospace, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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–183–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–03, Attention: Rules Docket No. 94–NM–183–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On September 16, 1988, the FAA issued AD 87–24–06 R1, amendment 39–6037 (53 FR 37993, September 29, 1988), applicable to British Aerospace Model BAC 1–11 200 and 400 series airplanes. That AD requires structural inspections and repairs or replacements, as necessary, in order to ensure the continuing airworthiness of these airplanes as they approach or exceed the manufacturer's original fatigue design life goal. That action was prompted by a structural re-evaluation, which identified certain structurally significant items (SSI) in which undetected fatigue cracks could propagate and compromise the structural integrity of these airplanes. The requirements of that AD are intended to ensure continuing structural integrity of these airplanes.

Since the issuance of that AD, British Aerospace has conducted a structural integrity audit to assess the structural inspection program of Model BAC 1–11 200 and 400 series airplanes. The results of this audit indicated that, in order to maintain the structural integrity of these airplanes as they approach or exceed 85,000 landings (the manufacturer's original fatigue design life goal), certain additional SSI's need to be inspected and the inspection area for certain other SSI's needs to be expanded.

British Aerospace has issued BAC 1–11 Alert Service Bulletin 51–A–PM5830, Issue 4, dated January 28, 1993. This revision of the alert service bulletin adds ten inspections of the doors to the structural inspection program. Some of these inspections merely expand the area of inspection for certain SSI's. Additionally, this revision of the alert service bulletin describes procedures for repair or replacement of cracked parts. Table 3 of the alert service bulletin specifies life limits for certain components in the engine mount/attachment structure of certain airplanes. The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, has classified this revision of the alert service bulletin as mandatory.

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.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would supersede AD 87–24–06 R1 to require a revision of the FAA-approved maintenance inspection program to