

MPG reference No.	Reason
52-10-6R	Required by AD 87-21-06, amendment 39-5744.
53-10-29R ..	Will be addressed in a separate rulemaking action.

(c) Within one year after November 3, 1988 (the effective date of AD 87-24-06 R1, amendment 39-6037), or prior to the accumulation of the number of landings listed in the landing threshold indicated in British Aerospace BAC 1-11 Alert Service Bulletin 51-A-PM5830, Issue 3, dated March 19, 1987, whichever occurs later, and thereafter, at intervals not to exceed the number of landings specified in the alert service bulletin, accomplish the inspections, repairs, and replacements, as necessary, of the Structural Significant Items identified in Tables 1, 2, and 3 of that service bulletin.

(d) Within one year after the effective date of this AD, or prior to the accumulation of the number of landings listed in the landing threshold indicated in British Aerospace BAC 1-11 Alert Service Bulletin 51-A-PM5830, Issue 4, dated January 28, 1993, whichever occurs later, and thereafter, at intervals not to exceed the number of landings specified in the alert service bulletin, accomplish the inspections, repairs, and replacements, as necessary, of the Structural Significant Items identified in Tables 1 (except Maintenance Planning Guide Reference Numbers 52-10-6R and 53-10-29R), 2, and 3 of the alert service bulletin.

Note 3: For operators that have accomplished this inspection previously in accordance with the requirements of AD 87-24-06 R1, amendment 39-6037: This paragraph requires that the next scheduled inspection for that SSI be performed within the repetitive interval specified for that SSI in the alert service bulletin after the last inspection performed in accordance with the requirements of AD 87-24-06 R1 for that SSI.

(e) For any cracked structure detected during any inspection required by this AD, prior to further flight, accomplish paragraph (e)(1), (e)(2), or (e)(3) of this AD.

(1) Replace the cracked part with a serviceable part of the same part number, in accordance with the Airplane Maintenance Manual. Or

(2) Repair the cracked structure in accordance with the Structural Repair Manual, listed in the service bulletin. Or

(3) Repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(f) 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be

obtained from the Standardization Branch, ANM-113.

(g) 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. 95-9347 Filed 4-14-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-40-AD]

Airworthiness Directives; Boeing Model 737 Series Airplanes Equipped With BFGoodrich Main Landing Gear Brake Assemblies

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 Boeing Model 737 series airplanes. This proposal would require inspection of certain brake assemblies to determine the part number of the torque plates, measurement of the amount of wear remaining on the brake wear pin indicator, and removal of brake assemblies on which misidentified torque plates were installed and replacement with serviceable brakes. This proposal is prompted by a report that certain torque plates were misidentified and installed on certain brake assemblies. The actions specified by the proposed AD are intended to prevent decreased brake performance during a rejected takeoff or landing when these brakes are at or near their indicated wear limit. (The brake wear pin indicator would falsely indicate longer remaining wear because of the misidentified longer torque plates that were installed on these brake assemblies.)

DATES: Comments must be received by May 11, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-40-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 BFGoodrich Aerospace, Aircraft Wheels and Brakes, P.O. Box 340, Troy, Ohio 45373. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: David M. Herron, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2672; 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-40-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-40-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

Recently, BFGoodrich shipped some torque plates that were misidentified as

part number (P/N) 184-875, when, in reality, they were P/N 184-884. These misidentified torque plates were installed on Boeing Model 737 series airplanes with main landing gear brake assemblies having BFGoodrich P/N's 2-1474-1, -2, -3, and -5 (Boeing P/N's 10-61819-22, -26, -27, and -31). Torque plates having P/N 184-884 should be installed on brake assemblies having P/N 2-1474-7. Although these two torque plates are similar in appearance, the essential difference is that torque plates having P/N 184-884 are 0.240 inch longer than torque plates having P/N 184-875. Therefore, the FAA has determined that brake assemblies having BFGoodrich P/N 2-1474-1, -2, -3, or -5 on which the misidentified torque plates were installed, would falsely indicate a longer remaining wear on the brake wear pin indicator. This condition, if not corrected, could result in decreased brake performance during a rejected takeoff or landing when these brakes are at or near their indicated wear limit.

BFGoodrich has issued Service Bulletin 2-1474-32-17, dated January 26, 1995, which describes procedures for a one-time inspection of the brake assemblies on Model 737 series airplanes to determine the P/N of the torque plates. This service bulletin also describes procedures for measurement of the amount of wear remaining on the brake wear pin indicator, and removal of brake assemblies having BFGoodrich P/N 2-1474-1, -2, -3, or -5 on which the misidentified torque plates were installed and replacement with serviceable brakes.

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 one-time inspection of certain brake assemblies on Model 737 series airplanes to determine the P/N of the torque plates. This proposed AD would also require measurement of the amount of wear remaining on the brake wear pin indicator, and removal of brake assemblies on which misidentified torque plates were installed and replacement with serviceable brakes. The actions would be required to be accomplished in accordance with the service bulletin described previously.

This proposal permits, for a period of up to 30 days after the effective date of the rule, installation of brake assemblies having BFGoodrich P/N 2-1474-1, -2, -3, or -5 on which misidentified torque plates, P/N 184-884, have been installed. The FAA has determined such replacement will not compromise safety of the fleet since the life expectancy of these brakes is typically 90 to 120 days.

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 long-standing requirement.

There are approximately 717 Model 737 series airplanes equipped with BFGoodrich main landing gear brake assemblies of the affected design in the worldwide fleet. The FAA estimates that 325 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 0.25 work hour 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 \$4,875, or \$15 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-40-AD.

Applicability: Model 737 series airplanes equipped with BFGoodrich main landing gear brake assemblies having part numbers (P/N) 2-1474-1, -2, -3, or -5 (Boeing P/N's 10-61819-22, -26, -27, or -31); 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 decreased brake performance during a rejected takeoff or landing when these brakes are at or near their indicated wear limit, accomplish the following:

(a) Within 30 days after the effective date of this AD, perform an inspection of the brake assembly to determine the part number (P/N) of the torque plate, in accordance with BFGoodrich Service Bulletin 2-1474-32-17, dated January 26, 1995.

(b) If the P/N is 184-790, -790-1, -790-2, -790-3, or -875, no further action is required by this paragraph.

(c) If the P/N does not coincide with one identified in paragraph (b) of this AD, prior to further flight, measure the amount of wear remaining on the brake wear pin indicator, in accordance with service bulletin. Remove and replace the brake prior to the time specified in paragraph (c)(1), (c)(2), or (c)(3) of this AD, as applicable.

(1) If the remaining wear on the brake wear pin indicator is equivalent to 0.260 inch or more: Prior to the accumulation of 40 flight cycles, remove that brake assembly and replace it with a serviceable brake assembly, in accordance with the service bulletin. If the brake assembly is replaced with a brake assembly having BFGoodrich P/N 2-1474-1, -2, -3, or -5 on which a torque plate having P/N 184-884 has been installed, replace that brake assembly prior to the accumulation of 40 flight cycles since installation. As of 30 days after the effective date of this AD, no person shall install on any airplane, a brake assembly, BFGoodrich P/N 2-1474-1, -2, -3, or -5 (Boeing P/N 10-61819-22, -26, -27, or -31), on which a torque plate having P/N 184-884 has been installed.

(2) If the remaining wear on the brake wear pin indicator is less than 0.260 inch but more than 0.240 inch: Remove that brake assembly and replace it with a serviceable brake assembly, in accordance with the service bulletin. Use the following formula to determine when the brake assembly must be removed and replaced: (measurement of wear remaining on brake wear pin indicator) - (0.240 inch) \times (1,000 flight cycles) = (time, expressed in number of flight cycles, prior to which brake assembly must be removed and replaced). As of 30 days after the effective date of this AD, no person shall install on any airplane, a brake assembly, BFGoodrich P/N 2-1474-1, -2, -3, or -5 (Boeing P/N 10-61819-22, -26, -27, or -31), on which a torque plate having P/N 184-884 has been installed.

(3) If the remaining wear on the brake wear pin indicator is equivalent to 0.240 inch or less: Prior to further flight, remove that brake assembly and replace it with a serviceable brake assembly, in accordance with the service bulletin. As of 30 days after the effective date of this AD, no person shall install on any airplane, a brake assembly, BFGoodrich P/N 2-1474-1, -2, -3, or -5 (Boeing P/N 10-61819-22, -26, -27, or -31), on which a torque plate having P/N 184-884 has been installed.

(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 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, Seattle ACO.

Note 2: 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 §§ 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. 95-9348 Filed 4-14-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 93-NM-105-AD]

Airworthiness Directives; Raytheon Corporate Jets Model BAe 125-800A and -1000A Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking; reopening of comment period.

SUMMARY: This document revises an earlier proposed airworthiness directive (AD), applicable to certain Raytheon Corporate Jets Model BAe 125-800A and -1000A airplanes, that would have required inspections of the wing leading edge skins, including the wing anti-ice fluid distribution panel (TKS panel) rebate and radius; repair, if necessary; and subsequent corrosion protection treatment. That proposal was prompted by reports of corrosion of the wing leading edge skin at the interface with the TKS panels. This action revises the proposed rule by adding inspections and treatments of the landing/taxiing lamp window recess and the stall vane spoiler rebate/radius. The actions specified by this proposed AD are intended to prevent reduced structural integrity of the wing leading edge section at the interface with the TKS panels and stall vane spoilers, which could adversely affect the flight characteristics of the airplane.

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. 93-NM-105-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 Street, 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 93-NM-105-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. 93-NM-105-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain Raytheon Corporate Jets Model BAe 125-800A and -1000A airplanes, was published as a notice of proposed rulemaking (NPRM) in the **Federal Register** on August 25, 1993 (58 FR