

(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

44795). That NPRM 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 NPRM was prompted by reports of exfoliation corrosion found on the wing leading edge skin at the interface with the TKS panel. This condition, if not corrected, could result in reduced structural integrity of the wing leading edge skin and TKS panel interface joint, which could adversely affect the flight characteristics of the airplane. Exfoliation corrosion also could cause in-flight separation of airplane components.

Since issuance of that NPRM, the manufacturer has reported that feedback received from operators who had already accomplished the proposed inspections indicates that corrosion has been found in the area of the landing/taxiing lamp window assembly recess and stall vane spoiler rebate. Such corrosion is due to the ingress of moisture through gaps in the sealant that have developed during service. Corrosion in this area, if not detected and corrected in a timely manner, could result in reduced structural integrity of the wing leading edge skin in the vicinity of the landing/taxiing lamp window assembly recess and stall vane spoiler rebate, which could adversely affect the flight characteristics of the airplane.

Raytheon Corporate Jets has issued Service Bulletin S.B. 57-77, Revision 1, dated October 28, 1993, which describes procedures for conducting a one-time detailed visual inspection to detect corrosion of the wing leading edge skins, and removal of corrosion, if found. This service bulletin also describes procedures for a detailed visual inspection, a one-time dye penetrant inspection, removal of exfoliation corrosion, and application of an enhanced protective treatment of the TKS panel rebate and radius, the landing/taxiing lamp window assembly recess, and the stall vane spoiler rebate and radius. The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, classified this revised service bulletin as mandatory.

The FAA has determined that, in order to adequately address the unsafe condition presented by the problems associated with exfoliation corrosion in the subject areas, the proposed rule must be revised to include inspections of not only the wing leading edge skins and TKS panel rebate and radius, but the landing/taxiing lamp window assembly recess, and the stall vane

spoiler rebate and radius, as well. These additional actions would be required to be accomplished in accordance with the revised service bulletin described previously.

The FAA has revised the supplemental NPRM to reflect the corporate name change of Corporate Jets to Raytheon Corporate Jets, Inc., and the address change of Corporate Jets, Inc., 22070 Broderick Drive, Sterling, Virginia 20166 to Raytheon Corporate Jets, Inc., 3 Bishops Square Street, Albans Road West, Hatfield, Hertfordshire, AL109NE, United Kingdom.

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.

Since these changes expand the scope of the originally proposed rule, the FAA has determined that it is necessary to reopen the comment period to provide additional opportunity for public comment.

The FAA estimates that 154 Model BAe 125-800A and -1000A airplanes of U.S. registry would be affected by this proposed AD. It would take approximately 130 work hours per airplane to accomplish the proposed inspections, and treatment of the wing leading edge skins (including the TKS rebate and radius), 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 \$1,201,200, or \$7,800 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:

**Raytheon Corporate Jets, Inc. (Formerly DeHavilland, Inc.; Hawker Siddeley; British Aerospace, PLC):** Docket 93-NM-105-AD.

**Applicability:** Model BAe 125-800A and -1000A airplanes, as listed in Raytheon Corporate Jets Service Bulletin S.B. 57-77, Revision 1, dated October 28, 1993, 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 (c) 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 reduced structural integrity of the wing leading edge skin and wing anti-ice fluid distribution panel (TKS panel) interface joint, which could adversely affect the flight characteristics of the airplane, accomplish the following:

(a) Accomplish the actions specified in paragraphs (a)(1), (a)(2), (a)(3), and (a)(4) of this AD within the time schedule indicated in each paragraph, and in accordance with Corporate Jets Limited Service Bulletin S.B. 57-77, dated May 20, 1993, or Raytheon Corporate Jets Service Bulletin S.B. 57-77, Revision 1, dated October 28, 1993:

(1) Within 24 months since airplane manufacture, or within 12 months after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect corrosion of the polished surface of the top and bottom leading edge skins on each wing, in accordance with either service bulletin.

(i) If any corrosion is detected and the corrosion is within the limits specified in either service bulletin, prior to further flight, remove the corrosion in accordance with either service bulletin.

(ii) If any corrosion is detected and that corrosion exceeds the limits specified in either service bulletin, prior to further flight, repair the wing leading edge skins in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(2) Prior to further flight after accomplishing the actions required by paragraph (a)(1) of this AD, conduct a detailed visual inspection to detect corrosion of the wing anti-ice fluid distribution panel (TKS panel) rebate and radius, on the top and bottom leading edge skin section on each wing, in accordance with either service bulletin.

(i) If any corrosion is detected and the corrosion is within the limits specified in either service bulletin, prior to further flight, remove the corrosion in accordance with either service bulletin.

(ii) If any corrosion is detected and that corrosion exceeds the limits specified in either service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(3) Prior to further flight after accomplishing the actions required by paragraph (a)(2) of this AD, conduct a dye penetrant inspection to detect corrosion of the TKS panel rebate and radius, on the top and bottom leading edge skin section on each wing, in accordance with either service bulletin.

(i) If any corrosion is detected and the corrosion is within the limits specified in either service bulletin, prior to further flight, remove the corrosion in accordance with either service bulletin.

(ii) If any corrosion is detected and that corrosion exceeds the limits specified in the service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(4) Prior to further flight after accomplishing the actions required by paragraph (a)(3) of this AD, accomplish both of the following actions in accordance with either service bulletin:

(i) Apply enhanced protective treatment to the TKS panel rebate and radius, on the top and bottom leading edge skin section on each wing; and

(ii) Conduct a flight check of the airplane stall warning system and stall characteristics.

(b) Accomplish the actions specified in paragraphs (b)(1), (b)(2), and (b)(3) of this AD within the time schedule indicated in each paragraph, and in accordance with Raytheon Corporate Jets Service Bulletin S.B. 57-77, Revision 1, dated October 28, 1993:

**Note 2:** Any inspection specified in paragraph (b)(1), (b)(2), and (b)(3) of this AD that was conducted prior to the effective date of this AD in accordance with Corporate Jets Limited Service Bulletin S.B. 57-77, dated May 20, 1993, is considered to be in compliance with this paragraph.

**Note 3:** The actions required by paragraph (b) of this AD may be accomplished in conjunction with the actions required by paragraph (a) within the compliance time required by paragraph (a).

(1) Within 2 years after the effective date of this AD, conduct a detailed visual inspection to detect corrosion of the landing/taxiing lamp window assembly recess and the stall vane spoiler rebate and radius, on the top and bottom leading edge skin section on each wing, in accordance with the service bulletin.

(i) If any corrosion is detected and the corrosion is within the limits specified in either service bulletin, prior to further flight, remove the corrosion in accordance with the service bulletin.

(ii) If any corrosion is detected and that corrosion exceeds the limits specified in either service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(2) Prior to further flight after accomplishing the actions required by paragraph (b)(1) of this AD, conduct a dye penetrant inspection to detect corrosion of the landing/taxiing lamp window assembly recess and the stall vane spoiler rebate and radius, on the top and bottom leading edge skin section on each wing, in accordance with the service bulletin.

(i) If any corrosion is detected and the corrosion is within the limits specified in either service bulletin, prior to further flight, remove the corrosion in accordance with the service bulletin.

(ii) If any corrosion is detected and that corrosion exceeds the limits specified in

either service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(3) Prior to further flight after accomplishing the actions required by paragraph (b)(2) of this AD, accomplish both of the following actions in accordance with the service bulletin:

(i) Apply enhanced protective treatment to the landing/taxiing lamp window assembly recess and the stall vane spoiler rebate and radius, on the top and bottom leading edge skin section on each wing; and

(ii) Conduct a flight check of the airplane stall warning system and stall characteristics.

(c) 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.

(d) 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. 95-9349 Filed 4-14-95; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 39

[Docket No. 94-NM-244-AD]

### **Airworthiness Directives; McDonnell Douglas Model DC-10 Series Airplanes and KC-10A (Military) Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the superseding of an existing airworthiness directive (AD), applicable to McDonnell Douglas Model DC-10 series airplanes and KC-10A (military) airplanes, that currently requires the implementation of a program of structural inspections to detect and correct fatigue cracking in order to ensure the continued airworthiness of these airplanes as they approach the manufacturer's original fatigue design life goal. This action