

terminating action for the required placard.

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 710 Learjet Model 35, 35A, 36, 36A, 55, 55B, and 55C airplanes of the affected design in the worldwide fleet. The FAA estimates that 177 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 1 work hour per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. The cost of required parts (local manufacture of a placard) is negligible. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$10,620, or \$60 per airplane.

Should an operator elect to accomplish the optional terminating action that would be provided by this AD action, it would take approximately 14 work hours to accomplish it, at an average labor rate of \$60 per work hour. The cost of required parts would be approximately \$3,050 per airplane. Based on these figures, the total cost impact of the optional terminating action would be \$3,890 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:

**Learjet:** Docket 95-NM-25-AD.

**Applicability:** Model 35, 35A, 36, 36A, 55, 55B, and 55C airplanes; equipped with Global Wulfsburg GNS 500, GNS-1000, and GNS-X Flight Management Systems; 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 excessive deviation from the intended flight path which, if the aircraft is on an extended overwater operation, may lead to a potential low-fuel condition or a traffic conflict operation, accomplish the following:

(a) Within 60 days after the effective date of this AD, install a placard in a prominent location on the instrument panel that states: "VLF/OMEGA MAY BE INOPERATIVE AT 92.5% N<sub>2</sub>"

(b) For Model 35 airplanes, serial numbers 35-001 through 35-603 inclusive; and Model 36, serial numbers 36-001 through 36-053 inclusive: Installation of a GNS 500/1000 generator band reject filter in accordance with Gates Learjet Airplane Accessory Kit Model AAK 85-1, dated January 14, 1986, as revised by Airplane Accessory Kit Change Notice AAK-85-1, Change 1 (undated), constitutes terminating action for the placard requirement of paragraph (a) of this AD. Following installation of the filter, the placard required by paragraph (a) of this AD may be removed.

(c) For Model 55 airplanes, serial numbers 55-003 through 55-124 inclusive: Installation of a GNS 500/1000 generator band reject filter in accordance with Gates Learjet Airplane Accessory Kit Model 55 AAK 55-85-2, dated January 14, 1986, as revised by Airplane Accessory Kit Change Notice AAK No. AAK55-85-2, Change 1 (undated), constitutes terminating action for the placard requirement of paragraph (a) of this AD. Following installation of the filter, the placard required by paragraph (a) of this AD may be removed.

(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, Wichita Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita 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 May 10, 1995.

**Darrell M. Pederson,**

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

[FR Doc. 95-11975 Filed 5-15-95; 8:45 am]

BILLING CODE 4910-13-U

**14 CFR Part 39**

[Docket No. 95-NM-10-AD]

**Airworthiness Directives; Lockheed Model 382, 382B, 382E, 382F, and 382G Series 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 certain Lockheed Model 382, 382B, 382E, 382F, and 382G series airplanes, that currently requires visual inspections to detect loose, missing, or deformed fasteners in the upper truss mounts of certain engines, inspections to detect cracking in the associated tangs, and replacement of damaged parts with new or serviceable parts. This action would require repetitive ultrasonic inspections to detect cracking of the upper tangs and replacement of cracked parts with certain new or serviceable parts. This action would also provide an optional terminating action for the repetitive inspections. Additionally, this action would revise the applicability of the existing rule to specify appropriate groupings of airplanes subject to the rule. This proposal is prompted by reports indicating that fatigue cracking of the tangs of the upper truss mount has been detected. The actions specified by the proposed AD are intended to prevent multiple failures of the upper truss mounts due to problems associated with fatigue cracking, which could adversely affect the integrity of the engine mount structure.

**DATES:** Comments must be received by June 26, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-10-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Lockheed Aeronautical Systems Support Company, Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate,

Atlanta Aircraft Certification Office, Campus Building, Suite 2-160, 1701 Columbia Avenue, College Park, Georgia.

**FOR FURTHER INFORMATION CONTACT:**

Thomas Peters, Aerospace Engineer, ACE-116A, Flight Test Branch, FAA, Small Airplane Directorate; Atlanta Aircraft Certification Office, Campus Building, Suite 2-160, 1701 Columbia Avenue, College Park, Georgia 30337-2748; telephone (404) 305-7367; fax (404) 305-7348.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-10-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-10-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

**Discussion**

On January 21, 1994, the FAA issued AD 94-03-03, amendment 39-8809 (59 FR 5078, February 3, 1994), applicable to certain Lockheed Model 382, 382B, 382E, 382F, and 382G series airplanes, to require visual inspections to detect loose, missing, or deformed fasteners in

the upper truss mounts of certain engines, inspections to detect cracking in the associated tangs, and replacement of damaged parts with new or serviceable parts. That action was prompted by a report of fatigue cracking of the upper tang of the truss mounts. The requirements of that AD are intended to prevent multiple failures of the upper truss mounts due to the problems associated with fatigue cracking, which could adversely affect the integrity of the engine mount structure.

In the preamble to AD 94-03-03, the FAA indicated that the actions required by that AD were considered "interim action" and that further rulemaking action was being considered. Subsequently, the FAA has determined that additional actions are necessary to adequately address the identified unsafe condition.

Based on the latest data available, the FAA finds that, due to the effects of engine torque, cracking can originate on the outboard truss mount for the No. 1 engine and the inboard truss mount for the No. 4 engine. The ultrasonic inspection procedure described in Hercules Service Bulletin 382-71-20, dated March 18, 1994, (described below) will detect cracking in the critical truss mount before cracking begins in the other truss mount, and will detect cracking prior to the time that the fasteners in the truss mounts could be loaded to the degree that they could fail. The FAA has determined that, if this ultrasonic inspection is conducted repetitively in the subject area, then the currently-required visual inspection for loose, missing, or deformed fasteners is no longer necessary.

The FAA has reviewed and approved Hercules Service Bulletin 382-71-20, dated March 18, 1994, which describes procedures for performing repetitive ultrasonic inspections to detect fatigue cracking of the upper tangs of the No. 1 engine outboard and No. 4 engine inboard truss mounts, and replacement of any cracked assembly with a new or serviceable unit. The service bulletin specifies that replacement of the truss mount assembly with an assembly having part number (P/N) 360013-31 and subsequent (for the No. 1 outboard engine assembly) or P/N 360017-31 and subsequent (for the No. 4 inboard engine assembly) eliminates the need for the repetitive ultrasonic inspections.

Additionally, the FAA has identified certain revisions that must be made to the applicability of the existing AD:

1. Model 382G series airplanes should have been listed in the applicability of the with the group of airplanes on which the outer wings have been

replaced in accordance with Manufacturing End Product (MEP) 12R/13R or MEP 9T/10T.

2. Model 382E series airplanes should have been included in the group of airplanes having serial numbers 4561 through 5225 inclusive.

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 supersede AD 94-03-03 to continue to require inspection to detect loose, missing, or deformed fasteners in the upper truss mounts of certain engines, inspections to detect cracking in the associated tangs, and replacement of damaged parts with new or serviceable parts. This AD would also require repetitive ultrasonic inspections to detect cracking of the upper tangs on the No. 1 engine outboard truss mount and the No. 4 engine inboard truss mount, and replacement of the truss mount with a new part, if necessary. Replacement of the truss mount assembly with an assembly having P/N 360013-31 (or subsequent) or P/N 360017-31 (or subsequent) would constitute terminating action for the inspection requirements of the AD. The inspections would be required to be accomplished in accordance with the service bulletin described previously. The replacement would be required to be accomplished in accordance with the Hercules Structural Repair Manual.

This proposed action would also revise the applicability of the existing AD to include the Model 382E and Model 382G in the appropriate groupings of airplanes that are subject to the rule.

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 112 Lockheed Model 382, 382B, 382E, 382F, and 382G series airplanes of the affected design in the worldwide fleet. The FAA

estimates that 18 airplanes of U.S. registry would be affected by this proposed AD.

Accomplishment of the visual inspections currently required by AD 94-03-03, which would be retained in this proposed AD, take approximately 10 work hours per airplane, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of the currently-required inspections on U.S. operators is estimated to be \$10,800, or \$600 per airplane, per inspection cycle.

Accomplishment of the ultrasonic inspections that would be added by this AD would take approximately 6 work hours per airplane, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of the proposed inspections on U.S. operators is estimated to be \$6,480, or \$360 per airplane, per inspection cycle.

The total cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. However, it is reasonable to assume that operators currently subject to the requirements of AD 94-03-03 have already implemented the repetitive visual inspections required by that AD.

Should an operator elect to accomplish the optional terminating action that would be provided by this AD action, it would take approximately 60 work hours per airplane to accomplish it, at an average labor rate of \$60 per work hour. The cost of required parts would be approximately \$17,000 per airplane. Based on these figures, the total cost impact of the optional terminating action would be \$20,600 per airplane.

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 removing amendment 39-8809 (59 FR 5078, February 3, 1994), and by adding a new airworthiness directive (AD), to read as follows:

**Lockheed Aeronautical Systems Company:**  
Docket 95-NM-10-AD. Supersedes AD 94-03-03, Amendment 39-8809.

**Applicability:** Model 382, 382B, 382E, 382F, and 382G series airplanes having serial numbers 3946 through 4512 inclusive, on which the outer wings have been replaced in accordance with Manufacturing End Product (MEP) 12R/13R or MEP 9T/10T; and Model 382E and Model 382G series airplanes having serial numbers 4561 through 5225 inclusive; 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 (f) 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 multiple failures of the upper truss mounts,

which could adversely affect the integrity of the engine mount structure, accomplish the following:

(a) Prior to the accumulation of 15,000 total hours time-in-service since wing replacement (for Model 382, 382B, 382E, and 382F series airplanes on which the outer wings have been replaced in accordance with MEP 12R/13R or MEP 9T/10T); or prior to the accumulation of 15,000 total hours time in service (for Model 382G series airplanes); or within 30 days after February 18, 1994 (the effective date of AD 94-03-03, amendment 39-8809), whichever occurs later: Accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD. Repeat the specified inspections thereafter at intervals not to exceed 300 hours time-in-service or 100 landings, whichever occurs later, until the requirements of paragraph (b) of this AD are accomplished.

(1) Perform a general visual inspection to detect loose, missing, or deformed fasteners on the inboard and outboard upper truss mounts of the No. 1 and No. 4 (left and right outboard) engines, in accordance with Lockheed Alert Service Bulletin A382-71 19/A82-687, dated December 23, 1993. If any loose, missing, or deformed fastener is found, prior to further flight, replace it with a new or serviceable fastener in accordance with Hercules Structural Repair Manual (SRM), Document Number SMP 583.

(2) Perform a general visual inspection to detect cracking of the truss mount upper tangs of the No. 1 and No. 4 engine truss mounts in accordance with Lockheed Alert Service Bulletin A382-71-19/A82-687, dated December 23, 1993. If cracking is detected in any truss mount upper tang, prior to further flight, replace it with a new or serviceable tang in accordance with Hercules SRM, Document Number SMP 583, or in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

(b) Perform an ultrasonic inspection to detect cracking of the upper tangs of the No. 1 outboard and the No. 4 inboard engine truss mounts, in accordance with Hercules Service Bulletin 382-71-20, dated March 18, 1994, at the time specified in paragraph (b)(1) or (b)(2) of this AD, as applicable. Accomplishment of this inspection terminates the inspections required by paragraph (a) of this AD.

(1) For Model 382, 382B, 382E, 382F, and 382G series airplanes on which the outer wings have been replaced in accordance with MEP 12R/13R or MEP 9T/10T: Accomplish the inspection at the earlier of the times specified in paragraphs (b)(1)(i) and (b)(1)(ii) of this AD.

(i) Prior to the accumulation of 15,000 total hours time-in-service since replacement of the outer wings, or within 90 days after the effective date of this AD, whichever occurs later. Or

(ii) Within 300 hours time-in-service or 100 landings, whichever occurs later, following the immediately preceding visual inspection accomplished in accordance with paragraph (a) of this AD.

(2) For Model 382E and 382G series airplanes having serial number 4561 through 5225 inclusive, other than those identified in

paragraph (b)(1) of this AD: Accomplish the inspection at the earlier of the times specified in paragraphs (b)(2)(i) and (b)(2)(ii) of this AD.

(i) Prior to the accumulation of 15,000 total hours time-in-service, or within 90 days after the effective date of this AD, whichever occurs later. Or

(ii) Within 300 hours time-in-service or 100 landings, whichever occurs later, following the immediately preceding visual inspection accomplished in accordance with paragraph (a) of this AD.

(c) If no cracking is detected during the inspection required by paragraph (b) of this AD, repeat the inspection thereafter at intervals not to exceed 5,200 hours time-in-service.

(d) If any cracking is detected during the inspection required by paragraph (b) of this AD: Prior to further flight, accomplish the requirements of either paragraph (d)(1) or (d)(2) of this AD.

(1) Replace the truss mount assembly with a new or serviceable assembly having part number 360013-15, -19, or -23 (for the outboard truss mounts of the No. 1 engine), or part number 360017-15, -19, or -23 (for the inboard truss mounts of the No. 4 engine), as applicable, in accordance with SRM 515C. Prior to the accumulation of 15,000 hours time-in-service after installation of the engine truss mount assembly, perform an ultrasonic inspection as specified in paragraph (b) of this AD. Repeat that inspection thereafter at intervals not to exceed 5,200 hours time-in-service. Or

(2) Replace the truss mount assembly with part number 360013-31 or subsequent (for the truss mounts in the No. 1 outboard engine), or part number 360017-31 or subsequent (for the truss mounts of the No. 4 inboard engine), as applicable, in accordance with SRM 515C. Such replacement constitutes terminating action for the requirements of this AD.

(e) As of the effective date of this AD, no person shall install a No. 1 outboard engine truss mount (part number 360013-15, -19, or -23), or a No. 4 inboard engine truss mount (part number 360017-15, -19, or -23), on any airplane unless the truss mount has been inspected in accordance with SRM 151C.

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

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

(g) 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 May 10, 1995.

**Darrell M. Pederson,**

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

[FR Doc. 95-11972 Filed 5-15-95; 8:45 am]

BILLING CODE 4910-13-P

## 14 CFR Part 39

[Docket No. 94-NM-195-AD]

### Airworthiness Directives; McDonnell Douglas Model DC-9 Series Airplanes and C-9 (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-9 series airplanes and C-9 (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 would require, among other things, revision of the existing program to require additional visual inspections of additional structure. This proposal is prompted by new data submitted by the manufacturer indicating that certain revisions to the program are necessary in order to increase the confidence level of the statistical program to ensure timely detection of cracks in various airplane structures. The actions specified by the proposed AD are intended to prevent fatigue cracking that could compromise the structural integrity of these airplanes.

**DATES:** Comments must be received by July 10, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-195-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). This