

**List of Subjects**

*7 CFR Part 1413*

Acreage allotments, Cotton, Disaster assistance, Feed grains, Price support programs, Reporting and recordkeeping requirements, Rice, Soil conservation, Wheat.

*7 CFR Part 1427*

Cotton, Loan programs/agriculture, Packaging and containers, Price support programs, Reporting and recordkeeping requirements, Surety bonds, Warehouses.

Accordingly, 7 CFR parts 1413 and 1427 are amended as follows:

**PART 1413—FEED GRAIN, RICE, UPLAND AND EXTRA LONG STAPLE COTTON, WHEAT AND RELATED PROGRAMS**

1. The authority citation for 7 CFR part 1413 continues to read as follows:

**Authority:** 7 U.S.C. 1308, 1308a, 1309, 1441-2, 1444-2, 1444f, 1445b-3a, 1461-1469; 15 U.S.C. 714b and 714c.

2. Section 1413.54 is amended to read as follows by:

- A. Revising paragraphs (a)(3)(iii) and (a)(3)(iv),
- B. Adding paragraph (a)(3)(v), and
- C. Adding paragraph (d)(5)(iii):

**§ 1413.54 Acreage reduction program provisions.**

- (a) \* \* \*
  - (3) \* \* \*
  - (iii) 1993 upland cotton, 7.5 percent;
  - (iv) 1994 upland cotton, 11.0 percent;
- and
- (v) 1995 upland cotton, 0 percent.
- \* \* \* \* \*
- (d) \* \* \*
  - (5) \* \* \*
  - (iii) Shall not be made available to producers of the 1995 crop upland cotton.
- \* \* \* \* \*

**PART 1427—COTTON**

3. The authority citation for 7 CFR part 1427 continues to read as follows:

**Authority:** 7 U.S.C. 1421, 1423, 1425, 1444, and 1444-2; 15 U.S.C. 714b and 714c.

4. Section 1427.8 is amended to read as follows by:

- A. Revising paragraphs (a)(1)(iii) and (a)(1)(iv); and
- B. Adding paragraph (a)(1)(v):

**§ 1427.8 Amount of loan.**

- (a) \* \* \*
- (1) \* \* \*
- (iii) 1993 upland cotton, 52.35 cents per pound;
- (iv) 1994 upland cotton, 50.00 cents per pound; and

(v) 1995 upland cotton, 51.92 cents per pound.

\* \* \* \* \*

Signed at Washington, DC, on June 8, 1995.

**Bruce R. Weber,**

*Acting Executive Vice President, Commodity Credit Corporation.*

[FR Doc. 95-14752 Filed 6-15-95; 8:45 am]

BILLING CODE 3410-05-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 95-NM-103-AD; Amendment 39-9277; AD 95-12-24]

**Airworthiness Directives; Lockheed Model L-1011-385 Series Airplanes**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to all Lockheed Model L-1011-385 series airplanes. This action requires an inspection to detect cracking of the bulkhead at fuselage station (FS) 1363 at butt line (BL) 42.5, and repair or additional inspections, if necessary. This amendment is prompted by reports indicating that fatigue cracking was found in the rear bulkhead at FS 1363. The actions specified in this AD are intended to prevent reduced structural integrity of the fuselage due to fatigue cracking of the pressure bulkhead.

**DATES:** Effective July 3, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 3, 1995.

Comments for inclusion in the Rules Docket must be received on or before August 15, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-103-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Lockheed Aeronautical Systems Support Company (LASSC), 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, Atlanta Aircraft Certification Office, Small

Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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

**SUPPLEMENTARY INFORMATION:** The FAA has received reports indicating that cracking was found in the rear bulkhead of the center section pressure deck at fuselage station (FS) 1363 on a Lockheed Model L-1011-385 series airplane. The cracking extended approximately 30 inches downward along butt line (BL) 42.5 and through the frame at the lower edge of the bulkhead. At that point, the cracking extended aft an additional 26 inches through a skin panel on the lower fuselage. The cause of this cracking appears to be fatigue. Such fatigue cracking, if not detected and corrected in a timely manner, could result in reduced structural integrity of the fuselage.

Lockheed has issued L-1011 Service Bulletin 093-53-268, dated April 15, 1993, which describes procedures for certain inspections to detect cracking of the bulkhead at FS 1363 in the area of the stiffeners at left and right BL 42.5, and repair, if necessary. The repair involves installing web doublers and a splice.

The Lockheed service bulletin specifies that repair of cracking may be delayed if the cracking falls within certain parameters described in the service bulletin. For these cases, the service bulletin specifies procedures for accomplishing repetitive visual and eddy current inspections until the repair is accomplished. The FAA has reviewed and approved the procedures specified in this Lockheed service bulletin.

The FAA also has reviewed and approved a second document issued by Lockheed: LCC-7622-373, dated May 9, 1995. This document describes procedures for additional inspections to detect cracking of the frame cap for airplanes on which cracking of the bulkhead is found below waterline (WL) 117. Those inspections include the following:

—A bolt hole eddy current inspection to detect cracking of the eight fastener holes at the intersection of the vertical stiffener at BL 42.5 and the frame cap vertical flange;

- A bolt hole eddy current inspection to detect cracking at eight fastener locations in the frame cap lower flange that connect the lower fuselage skin panel to the frame at the BL 42.5 vertical stiffener; and
- A visual inspection to detect stress corrosion cracking of the accessible portions of the fillet radius of the frame cap.

A third document issued by Lockheed, LCC-7622-374, dated May 9, 1995, is referenced in LCC-7622-373. LCC-7622-374 describes procedures for repair of any cracking of the frame cap that is found during the inspections described previously. The repair involves a bolt hole eddy current inspection to detect cracking of the fastener holes (where the fastener holes are removed to perform the repair), and removal of cracks. The FAA has reviewed and approved Lockheed documents LCC-7622-373 and LCC-7622-374.

Since an unsafe condition has been identified that is likely to exist or develop on other Lockheed Model L-1011-385 series airplanes of the same type design, this AD is being issued to prevent reduced structural integrity of the fuselage due to fatigue cracking of the pressure bulkhead. This AD requires a visual inspection to detect cracking of the bulkhead at FS 1363 in the area of the stiffeners at left and right BL 42.5, and repair, if necessary. For airplanes on which cracking of the bulkhead is found below WL 117, this AD requires additional inspections to detect cracking at certain fastener locations and fastener holes and to detect stress corrosion of the frame cap, and repair, if necessary. The actions are required to be accomplished in accordance with the procedures specified in the service bulletin and in the Lockheed documents described previously.

This AD contains provisions specifying that flight with cracking in the bulkhead, within certain parameters, is allowed provided that repetitive visual and eddy current inspections are performed until a repair is accomplished.

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

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 rule to clarify this long-standing requirement.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption ADDRESSES. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

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

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-103-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

**95-12-24 Lockheed Aeronautical Systems Company:** Amendment 39-9277. Docket 95-NM-103-AD.

*Applicability:* All Model L-1011-385 series airplanes, 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) 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 airplane from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent reduced structural integrity of the fuselage due to fatigue cracking of the pressure bulkhead, accomplish the following:

(a) Prior to the accumulation of 18,000 total landings, or within 30 days after the effective date of this AD, whichever occurs later, perform a visual inspection to detect cracking of the bulkhead at fuselage station (FS) 1363 in the area of the stiffeners at left and right butt line (BL) 42.5, in accordance with the procedures specified in paragraphs 2.A. and 2.B. of the Accomplishment Instructions of Lockheed L-1011 Service Bulletin 093-53-268, dated April 15, 1993.

**Note 2:** This AD does not require that the eddy current inspection referenced in paragraph 2.B. of the Accomplishment Instructions of Lockheed L-1011 Service Bulletin 093-53-268, dated April 15, 1993, be accomplished as a requirement of paragraph (a) of this AD.

(b) If no cracking of the bulkhead is detected, no further action is required by this AD.

(c) Except as provided by paragraph (e) of this AD, if any cracking of the bulkhead is detected below waterline (WL) 117: Prior to further flight, perform the inspections required by paragraphs (c)(1), (c)(2), and (c)(3) of this AD, in accordance with LCC-7622-373, dated May 9, 1995. Prior to further flight, repair any cracking of the frame cap found during these inspections, in accordance with Lockheed document LCC-7622-374, dated May 9, 1995.

(1) Perform a bolt hole eddy current inspection to detect cracking of the eight fastener holes at the intersection of the vertical stiffener at BL 42.5 and the frame cap vertical flange; and

(2) Perform a bolt hole eddy current inspection to detect cracking at eight fastener locations in the frame cap lower flange that connect the lower fuselage skin panel to the frame at the BL 42.5 vertical stiffener; and

(3) Perform a visual inspection to detect stress corrosion cracking of the accessible portions of the fillet radius of the frame cap.

(d) Except as provided by paragraph (e) of this AD, if any cracking of the bulkhead is detected at or above WL 117: Prior to further flight, repair the bulkhead cracking in accordance with the procedures specified in Part II of the Accomplishment Instructions of Lockheed L-1011 Service Bulletin 093-53-268, dated April 15, 1993.

(e) Continued flight with cracking of the bulkhead is permitted, provided that the conditions specified in paragraph 1.C. of the Planning Information of Lockheed L-1011

Service Bulletin 093-53-268, dated April 15, 1993, are met. For flight with cracking, both the visual and eddy current inspections specified in paragraphs 2.B. and 2.C. of the Accomplishment Instructions of the service bulletin must be accomplished prior to returning the aircraft to service. These visual and eddy current inspections must be repeated within 900 landings. Prior to the accumulation of 1,800 total landings, these inspections must be terminated by the installation of the repair specified in Part II of the Accomplishment Instructions of the service bulletin.

(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 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, Atlanta ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

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.

(h) The inspections and repair shall be done in accordance with Lockheed L-1011 Service Bulletin 093-53-268, dated April 15, 1993; Lockheed document LCC-7622-373, dated May 9, 1995; and Lockheed document LCC-7622-374, dated May 9, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Lockheed Aeronautical Systems Support Company (LASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on July 3, 1995.

Issued in Renton, Washington, on June 9, 1995.

**Darrell M. Pederson,**

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

[FR Doc. 95-14633 Filed 6-15-95; 8:45 am]

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## 14 CFR Part 39

[Docket No. 94-NM-250-AD; Amendment 39-9269; AD 95-12-18]

### Airworthiness Directives; Fokker Model F28 Mark 0100 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, that requires a visual inspection to verify proper clearance between the engine fuel supply-line and the hydraulic line in certain areas, and replacement of damaged fuel lines. This amendment would also require installation of additional clamps on the out line of the lift-dumper in certain cases. This amendment is prompted by a report indicating that fuel was found leaking from the right-hand wheel bay on one airplane due to chafing of the fuel supply line. The actions specified by this AD are intended to prevent such chafing, which could result in fuel leakage, and, subsequently, lead to a possible fire hazard and engine fuel deprivation.

**DATES:** Effective July 17, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 17, 1995.

**ADDRESSES:** The service information referenced in this AD may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Tim Dulin, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2141; fax (206) 227-1320.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Fokker Model F28 Mark 0100 series airplanes was published in the **Federal Register** on January 17, 1995 (60 FR 3358). That action proposed to require a one-time visual inspection to verify proper