

to detect cracking, in accordance with Boeing Service Bulletin 747-54-2062, dated August 17, 1979, or Revision 7, dated December 21, 1994; or in accordance with a method approved by the Manager, Seattle Aircraft Certification Office, FAA, Transport Airplane Directorate. After the effective date of this AD, only Revision 7 of the service bulletin shall be used.

Note 3: Inspections performed prior to the effective date of this AD are considered to be in compliance with paragraph (a) of this AD if performed in accordance with Boeing Service Bulletin 747-54-2062, August 17, 1979; Revision 1, dated November 13, 1980; Revision 2, dated March 19, 1981; Revision 3, dated August 28, 1981; Revision 4, dated June 30, 1982; Revision 5, dated June 1, 1984; Revision 6, dated October 2, 1986, or Revision 7, dated December 21, 1994.

(1) If no cracking is detected, repeat the inspections at intervals not to exceed 1,000 landings until all affected fittings are replaced with steel fittings in accordance with Revision 7 of the service bulletin.

(2) If any cracking is detected, prior to further flight, accomplish either paragraph (a)(2)(i) or (a)(2)(ii) of this AD until the inspections required by paragraph (b) of this AD are accomplished.

(i) Repair or replace the cracked fitting in accordance with the service bulletin; or

(ii) Rework the cracked fitting in accordance with the service bulletin as required by paragraph (b) of this AD. Thereafter, repeat the inspections at intervals not to exceed 250 landings until the reworked fitting is replaced with a serviceable fitting, or until the inspections required by paragraph (b) of this AD are accomplished.

(b) For airplanes as listed in Boeing Service Bulletin 747-54-2062, Revision 7, dated December 21, 1994: Perform a detailed visual inspection and a surface high frequency eddy current (HFEC) inspection to detect cracking of the inboard strut-to-diagonal brace attach fittings, in accordance with Boeing Service Bulletin 747-54-2062, Revision 7, dated December 21, 1994, at the time specified in either paragraph (b)(1) or (b)(2) of this AD, as applicable.

(1) For airplanes on which a cracked fitting has been reworked in accordance with Boeing Service Bulletin 747-54-2062, dated August 17, 1979: Perform the inspections within 250 landings since the last inspection performed in accordance with paragraph (a)(2)(ii) of this AD.

(2) For airplanes other than those identified in paragraph (b)(1) of this AD: Perform the inspections at the earlier of the times specified in paragraph (b)(2)(i) or (b)(2)(ii) of this AD.

(i) Prior to the accumulation of 5,000 total landings on the airplane, or within 1,000 landings after the effective date of this AD, whichever occurs later; or

(ii) Within 1,000 landings since the last inspection performed in accordance with paragraph (a) of this AD.

(c) If no cracking is detected during the inspections required by paragraph (b) of this AD, repeat the inspections thereafter at intervals not to exceed 1,000 landings.

(d) If more than one crack is found during any inspection required by this AD, or if any

crack is detected that is beyond the limits specified in Boeing Service Bulletin 747-54-2062, Revision 7, dated December 21, 1994, prior to further flight, replace the attach fitting with a steel fitting in accordance with the service bulletin.

(e) If any transverse or longitudinal crack is found during the inspection required by paragraph (b) of this AD, and that crack is within the limits specified by Boeing Service Bulletin 747-54-2062, Revision 7, dated December 21, 1994: Prior to further flight, stop drill the crack in accordance with the service bulletin, and accomplish the requirements of either paragraph (e)(1) or (e)(2) of this AD, as applicable.

(1) For any transverse crack that is found, accomplish the following:

(i) Prior to further flight, remove the affected fastener and perform an open-hole HFEC inspection to detect cracking of the fastener hole, in accordance with the service bulletin. Thereafter, repeat this inspection within 125 landings.

(ii) Repeat the inspections required by paragraph (b) of this AD within 125 landings after performing them initially.

(iii) If any crack is found during the inspections required by this paragraph and the crack is beyond the limits specified in the service bulletin, prior to further flight, replace the attach fitting with a steel fitting in accordance with the service bulletin.

(iv) Prior to the accumulation of 250 landings following the detection of the transverse cracking, replace the attach fitting with a steel fitting in accordance with the service bulletin.

(2) For any longitudinal crack that is found, accomplish the following:

(i) Repeat the inspection required by paragraph (b) of this AD at intervals not to exceed 250 landings.

(ii) Prior to the accumulation of 1,000 landings following detection of the longitudinal cracking, replace the attach fitting with a steel fitting in accordance with the service bulletin.

(f) Replacement of the attach fittings of the strut-to-diagonal brace with steel fittings, in accordance with Boeing Service Bulletin 747-54-2062, Revision 7, dated December 21, 1994, constitutes terminating action for the requirements of this AD.

Note 4: Replacement of the attach fittings of the strut to diagonal brace with steel fittings prior to the effective date of this AD is considered in compliance with paragraph (f) of this AD if performed in accordance with Boeing Service Bulletin 747-54-2062, Revision 1, dated November 13, 1980; Revision 2, dated March 19, 1981; Revision 3, dated August 28, 1981; Revision 4, dated June 30, 1982; Revision 5, dated June 1, 1984; or Revision 6, dated October 2, 1986.

Note 5: This AD does not require certain additional work (to seal a gap between the fitting and the existing closure web, or replacement of the bushings in the diagonal brace fitting with anvil swaged bushings) as described in Boeing Service Bulletin 747-54-2062, Revision 7, dated December 21, 1994. However, these installations are required to be accomplished as part of AD 95-10-16, amendment 39-9233 (60 FR 27008, May 22, 1995). Table 2 of Boeing Service Bulletin

747-54A2159, "Prior or Concurrent Service Bulletins" (which is cited in AD 95-10-16), specifies that Boeing Service Bulletin 747-54-2062, Revision 7, dated December 21, 1994 (which is cited in this AD), must be accomplished prior to or concurrent with the installations required by AD 95-10-16.

(g) 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 6: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(h) 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

(i) The actions shall be done in accordance with Boeing Service Bulletin 747-54-2062, Revision 7, dated December 21, 1994. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(j) This amendment becomes effective on November 2, 1995.

Issued in Renton, Washington, on September 21, 1995.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-23914 Filed 10-2-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-200-AD; Amendment 39-9378; AD 95-19-16]

Airworthiness Directives; Dassault Aviation Model Mystere-Falcon 900 Series Airplanes Equipped With Fairchild Model F800 Flight Data Recorders, Installed in Accordance With Supplemental Type Certificate (STC) SA7255SW-D

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Dassault Aviation Model Mystere-Falcon 900 series airplanes, that requires modification of the electrical power installation of the

flight data recorder, replacement of the currently installed socket box for ground power with a reworked socket box, and performance of checks and tests. This amendment is prompted by reports indicating that the generators may shut down due to an intermittent relay failure of the flight data recorders. The actions specified by this AD are intended to prevent loss of electrical power to the airplane due to generator outage.

DATES: Effective November 2, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 2, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Falcon Jet Corporation, P.O. Box 967, Little Rock, Arkansas 72203-0967. 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: Charles Huber, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2589; fax (206) 227-1149.

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 Dassault Aviation Model Mystere-Falcon 900 series airplanes equipped with Fairchild Model F800 flight data recorders, installed in accordance with Supplemental Type Certificate (STC) SA7255SW-D, was published in the Federal Register on January 18, 1995 (60 FR 3583). That action proposed to require modification of the electrical power installation of the flight data recorder, replacement of the currently installed socket box for ground power with a modified socket box, and performance of checks and tests.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

The commenter requests that all references to the "modified ground power socket box" be changed to read "reworked ground power socket box." The commenter states that the latter phrase is used in the relevant service instructions, and considers that there will be less potential for confusion if the

terminology in the AD is parallel to that in the service instructions. The FAA concurs. The terminology in the final rule has been revised accordingly.

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change previously described. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 18 airplanes of U.S. registry will be affected by this AD, that it will take approximately 8 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$286 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$13,788, or \$766 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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. 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

95-19-16 Dassault Aviation: Amendment 39-9378. Docket 94-NM-200-AD.

Applicability: Model Mystere-Falcon 900 series airplanes having serial numbers 53 through 139 inclusive, equipped with Fairchild Model F800 flight data recorders, installed in accordance with Supplemental Type Certificate (STC) SA7255SW-D; 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) 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 loss of electrical power to the airplane due to generator outage, accomplish the following:

(a) At the next scheduled inspection, but no later than 60 days after the effective date of this AD, modify the electrical power installation for the flight data recorder, in accordance with paragraph 3.C.(1), Part 900-54-1, of Falcon Jet Corporation Service Bulletin 900-54 (F900 31-30), dated October 14, 1994, or Revision 1 (F900 31-1), dated November 17, 1994. Prior to further flight subsequent to the accomplishment of this modification, perform the checks and tests in accordance with paragraph 3.D.(1), Part 900-54-1, of either service bulletin.

(b) Within 1 year after the effective date of this AD, replace the currently installed socket box for ground power with a reworked socket box, in accordance with paragraph

3.C.(2), Part 900-54-2, of Revision 1 of Falcon Jet Corporation Service Bulletin 900-54 (F900 31-1), dated November 17, 1994. Prior to further flight, subsequent to the accomplishment of this installation, perform the checks and tests, in accordance with paragraph 3.D.(2), Part 900-54-2, of Revision 1 of the service bulletin.

(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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) 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.

(e) The actions shall be done in accordance with Falcon Jet Corporation Service Bulletin 900-54 (F900 31-30), dated October 14, 1994; or Falcon Jet Corporation Service Bulletin 900-54, Revision 1 (F900 31-1), dated November 17, 1994. 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 Falcon Jet Corporation, P.O. Box 967, Little Rock, Arkansas 72203-0967. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on November 2, 1995.

Issued in Renton, Washington, on September 13, 1995.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-23214 Filed 10-2-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-211-AD; Amendment 39-9381; AD 95-20-03]

Airworthiness Directives; Learjet Model 24, 25, 28, 29, 31, 35, 36, and 55 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Learjet Model 24,

25, 31, 35, and 36 series airplanes, and all Learjet Model 28, 29, and 55 series airplanes, that currently requires a revision to the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to prohibit flight above an altitude of 41,000 feet. The actions specified by that AD are intended to limit the airplane operating altitude due to a possible failure of the outflow/safety valves, which could result in rapid decompression of the airplane. This amendment adds a requirement for replacement of certain outflow/safety valves, which, when accomplished, constitutes terminating action for the previously required AFM limitation.

DATES: Effective November 2, 1995.

The incorporation by reference of certain publications, as listed in the regulations, is approved by the Director of the Federal Register as of November 2, 1995.

The incorporation by reference of Allied Signal Aerospace Alert Service Bulletin 102850-21-A4021, Revision 2, dated October 6, 1994, as listed in the regulations, was approved previously by the Director of the Federal Register as of January 3, 1995 (59 FR 64844, December 16, 1994).

ADDRESSES: The service information referenced in this AD may be obtained from Allied Signal, Inc., Controls & Accessories, 11100 N. Oracle Road, Tucson, Arizona 85737-9588; telephone (602) 469-1000; and Learjet, Inc., P.O. Box 7707, Wichita, Kansas 67277-7707. 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 FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Walter Eierman, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; 90712; telephone (310) 627-5336; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 94-26-01, amendment 39-9097 (59 FR 64844, December 16, 1994), which is applicable to certain Learjet Model 24, 25, 31, 35, and 36 series airplanes, and all Learjet Model 28, 29, and 55 series airplanes, was published in the Federal Register

on March 16, 1995 (60 FR 14231). The action proposed to continue to require a revision to the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to prohibit flight above an altitude of 41,000 feet. The action also proposed to require replacement of certain outflow/safety valves, which, when accomplished, constitutes terminating action for the previously required AFM limitation.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

The only commenter, Learjet, Inc., requests that the AD be written as one AD against the outflow/safety valves, rather than against Learjet airplanes. The commenter believes this would better serve the public and that confusion would result if several AD's are issued against the various aircraft that use the affected valve. Learjet states that it is not customary to issue AD's against the aircraft for engine problems, seat belt buckles, or any other appliance that is used on more than one aircraft.

The FAA does not concur with the commenter's request. The FAA responds by noting that its general policy is that, when an unsafe condition results from the installation of an appliance or other item that is installed in only one particular make and model of aircraft, the AD is issued so that it is applicable to the aircraft, rather than the item. The reason for this is simple: Making the AD applicable to the airplane model on which the item is installed ensures that operators of those airplanes will be notified directly of the unsafe condition and the action required to correct it. While it is assumed that an operator will know the models of airplanes that it operates, there is a potential that the operator will not know or be aware of specific items that are installed on its airplanes. Therefore, calling out the airplane model as the subject of the AD prevents "unknowing non-compliance" on the part of the operator. The FAA recognizes that there are situations when an unsafe condition exists in an item that is installed in many different aircraft. In those cases, the FAA considers it impractical to issue AD's against each aircraft; in fact, many times, the exact models and numbers of aircraft on which the item is installed may not be known. Therefore, in those situations, the AD is issued so that it is applicable to the item; furthermore, those AD's usually indicate that the item is known to be installed on, but not limited to, various aircraft models.