

requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (e) 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 failure of the propeller and subsequent reduced controllability of the

airplane due to high stresses on the propeller at certain nominal propeller revolutions per minute (RPM), accomplish the following:

(a) Within 14 days after the effective date of this AD, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD.

(1) Revise the Limitations Section (under "Propeller") of the FAA-approved Airplane Flight Manual (AFM) (in the basic AFM and in AFM Supplement 4) to include the following. This may be accomplished by inserting a copy of this AD in the AFM.

"Condition Levers must be in the MIN RPM position during all ground operations, except when cleared for takeoff or during landing roll.

"Power Levers must remain at or below Flight Idle during all ground operations, except for brief (approximately 5 seconds)

excursions as needed to maneuver the airplane.

"CAUTION: Ground operation above Flight Idle significantly increases propeller stress under certain adverse wind conditions (e.g., tailwinds or rear crosswinds). Operation in this RPM range must be avoided to the maximum extent practicable."

(2) Revise the Normal Procedures Section (under "CLEARED INTO POSITION") of the FAA-approved AFM to separate the current procedures listed under the "CLEARED INTO POSITION" heading into two separate headings, as follows, to delay movement of condition levers until cleared for takeoff. This may be accomplished by inserting a copy of this AD into the AFM.

"CLEARED INTO POSITION

- Landing Lights Switches ON.
- STROBE Light Switch ON.
- Transponder ON.

"CLEARED FOR TAKEOFF

- Condition Levers MAX RPM.
- Multiple Alarm Panel Lights CHECK EXTIN-GUISHED".

(b) Within 14 days after the effective date of this AD, remove the placard having part number (P/N) 120-30915-001 on the instrument panel of the cockpit.

(c) Within 30 days after the effective date of this AD, install a new placard having P/N 120-61757-001 on the instrument panel of the cockpit.

(d) Within 14 days after the effective date of this AD, revise the FAA-approved maintenance program to incorporate the following into Chapter 61-00-00, "Propeller System Operating Limitations," and Chapter 71-00-00, "Propeller Operating Limitations," of the airplane maintenance manual:

"To prevent excessive propeller stress, do not operate above 60% Np **UNLESS:**
The wind is less than 10 knots, OR
The airplane is headed into the wind +/- 45 degrees.

Wind direction must be monitored locally at the run up site."

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

(f) 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.

(g) This amendment becomes effective on December 27, 1995.

Issued in Renton, Washington, on December 6, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-30252 Filed 12-11-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-213-AD; Amendment 39-9446; AD 95-25-02]

Airworthiness Directives; Fokker Model F28 Mark 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes. This action requires inspection(s) to detect cracks of the fuselage-mounted half of hinge assemblies of the small cargo door, and replacement of any cracked hinge assembly with a new hinge assembly. This amendment is prompted by a report that the hinges of the small cargo door on these airplanes are made of a material that is sensitive to stress corrosion cracking. The actions specified in this AD are intended to prevent failure of the hinges of the small cargo door due to stress corrosion cracking, which could result in opening and/or separation of the door while the airplane is in flight, and resultant rapid

decompression and/or structural damage to the airplane.

DATES: Effective December 27, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 27, 1995.

Comments for inclusion in the Rules Docket must be received on or before February 12, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-213-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

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 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.

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) 227-1149.

SUPPLEMENTARY INFORMATION: The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, recently notified the FAA that an unsafe condition may exist on certain Model F28 Mark 0100 series

airplanes. The RLD advises that the hinges of the small cargo door on these airplanes are made of aluminum AL2024-T4, which is a material that is sensitive to stress corrosion cracking. Stress corrosion cracking in the hinge of the small cargo door could result in the failure of the hinge. If the hinge fails, the small cargo door could open and/or separate while the airplane is in flight, which could result in rapid decompression and/or structural damage to the airplane.

Fokker has issued Service Bulletin SBF100-52-048, dated March 5, 1993, which describes procedures for performing a one-time high-frequency eddy current (HFEC) inspection to detect cracks in the fuselage mounted half of the hinge assemblies, having part numbers (P/N) A28410-405 and P/N A28410-407, of the small cargo door. Fokker has also issued Service Bulletin SBF100-52-055, dated July 20, 1994, which describes inspection procedures identical to those specified in Service Bulletin SBF100-52-048; however, the inspections would be conducted repetitively, if no cracks are detected. Additionally, Fokker has issued Service Bulletin SBF100-52-043, dated June 12, 1995, which describes procedures for replacement of any cracked hinge assembly with a new hinge assembly having P/N D28410-409. These new hinges are made of aluminum AL7075-T73, which is much less sensitive to stress corrosion cracking than the material used in the existing hinges. In addition, the radii between the lugs were increased, and the web plate thickness was increased for the door-mounted part, to provide better fatigue resistance. The RLD classified these service bulletins as mandatory and issued Dutch airworthiness directive BLA 93-036/2 (A) in order to assure the continued airworthiness of these airplanes in the Netherlands.

This airplane model is manufactured in the Netherlands and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.19) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the RLD has kept the FAA informed of the situation described above. The FAA has examined the findings of the RLD, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same

type design registered in the United States, this AD is being issued to prevent separation or opening of the small cargo door while the airplane is in flight, which could result in rapid decompression and/or structural damage to the airplane. This AD requires HFEC inspection(s) to detect cracks of the fuselage-mounted half of certain hinge assemblies of the small cargo door, and replacement of any cracked hinge assembly with a certain new hinge assembly. The actions are required to be accomplished in accordance with the service bulletins described previously.

None of the Model F28 Mark 0100 series airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 2 work hours to accomplish the required actions, at an average labor charge of \$60 per work hour. Based on these figures, the cost impact of this AD would be \$120 per airplane.

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the Federal Register.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and 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 94-NM-213-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.

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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

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

95-25-02 Fokker: Amendment 39-9446.
Docket 94-NM-213-AD.

Applicability: Model F28 Mark 0100 series airplanes, serial numbers 11244 through 11408 inclusive, equipped with small cargo doors having hinges with part numbers (P/N) A28410-405 and/or P/N A28410-407; 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) 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 failure of the hinges of the small cargo door due to stress corrosion cracking, which could result in rapid decompression and/or structural damage to the airplane, accomplish the following:

(a) Within 36 months since date of manufacture of the airplane or within 3 months after the effective date of this AD, whichever occurs later, perform a high frequency eddy current (HFEC) inspection to detect cracks of the fuselage-mounted half of the hinge assemblies of the small cargo doors, in accordance with Fokker Service Bulletin SBF100-52-048, dated March 5, 1993.

(1) If no cracks are detected, thereafter repeat the HFEC inspections at intervals not to exceed 6 months, in accordance with Fokker Service Bulletin SBF100-52-055, dated July 20, 1994.

(2) If any crack is detected during any inspection required by paragraph (a) or (a)(1) of this AD, prior to further flight, except as provided in the "NOTE" of paragraph 2.C. of the Accomplishment Instructions of Fokker Service Bulletin SBF100-52-055, dated July 20, 1994, replace the hinge assembly with a new hinge assembly having P/N D28410-409. The replacement shall be done in accordance with Fokker Service Bulletin SBF100-52-043, dated June 12, 1995.

(b) Replacement of the hinge assembly with a new hinge assembly having P/N D28410-409, in accordance with Fokker Service Bulletin SBF100-52-043, dated June 12, 1995, constitutes terminating action for the requirements of this AD for that small cargo door.

(c) As of the effective date of this AD, no person shall install a hinge assembly having P/N A28410-405 or -407, on any airplane, unless it has been previously inspected and found to be crack-free, in accordance with Fokker Service Bulletin SBF100-52-055, dated July 20, 1994.

(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, 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.

(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.

(f) The inspections shall be done in accordance with Fokker Service Bulletin SBF100-52-048, dated March 5, 1993, and Fokker Service Bulletin SBF100-52-055, dated July 20, 1994. The replacement shall be done in accordance with Fokker Service Bulletin SBF100-52-043, dated June 12, 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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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.

(g) This amendment becomes effective on December 27, 1995.

Issued in Renton, Washington, on November 27, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-29301 Filed 12-11-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-209-AD; Amendment 39-9447; AD 95-25-03]

Airworthiness Directives; Learjet Model 23, 24, 25, 35, and 36 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 certain Learjet Model 23, 24, 25, 35, and 36 airplanes. This action requires repetitive inspections to detect deterioration of both flapper valves of the tip tank in each wing of the airplane, and various follow-on actions. This AD action also requires replacing the flapper valves with new flapper valves, and repetitively performing certain other follow-on actions. This amendment is prompted by reports of imbalance of the fuel loads in the wings of the airplane due to failed or cracked flapper valves. The actions specified in this AD are intended to prevent significant reduction in the lateral control of the airplane due to imbalance of the fuel loads in the wings of the airplane.

DATES: Effective December 27, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 27, 1995.

Comments for inclusion in the Rules Docket must be received on or before February 12, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-209-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Jeffrey Janusz, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4148; fax (316) 946-4407.

SUPPLEMENTARY INFORMATION: Recently, the FAA has received several reports of imbalance of the fuel loads in the wings of Learjet Model 23, 24, 25, 35, and 36 airplanes. Investigation reveals that the