

# Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-18-AD]

RIN 2120-AA64

#### Airworthiness Directives; Gulfstream Aerospace Corporation Model G-159 (G-I) 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 all Gulfstream Model G-159 (G-I) airplanes, that currently requires repetitive inspections to detect corrosion in the wing planks under the bottom wing center fairings, and repair, if necessary. This action would require the installation of a protective paint system which, when accomplished, will allow the inspections to be conducted at longer intervals. This action was prompted by the development of a modification that will improve the corrosion resistance of the subject area. The actions specified by the proposed AD are intended to detect and prevent corrosion in the lower skins of the wing center section. If corrosion in this area remains unchecked, it could reduce the integrity of the wing-to-fuselage fitting, and consequently could lead to separation of the wing from the airplane.

**DATES:** Comments must be received by April 14, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-18-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 Gulfstream Aerospace Corporation, Technical Operations Department, P.O. Box 2206, M/S D-10, Savannah, Georgia 31402-2206. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:**

Christina Marsh, Aerospace Engineer, Airframe and Propulsion Branch, ACE-117A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7362; 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 97-NM-18-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. 97-NM-18-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

**Discussion**

In 1967, the FAA issued AD 67-04-01, amendment 39-1234 (36 FR 12688, July 3, 1971), applicable to all Gulfstream Model G-159 (G-I) airplanes. That AD requires a visual inspection to detect corrosion of the wing planks under the bottom wing center fairing assemblies (having part numbers 159W10400-121 and 159W10401-121), and repair if necessary. After the initial inspection is accomplished, and after any repair is made, the inspection is required to be repeated at intervals of 26 weeks.

That action was prompted by reports indicating that corrosion was found in the lower skins of the wing center section of several of these airplanes. The requirements of that AD are intended to detect and correct corrosion in this area. If such corrosion remains unchecked, it could reduce the integrity of the wing-to-fuselage fitting, and consequently could lead to separation of the wing from the airplane.

**Actions Since Issuance of Previous Rule**

As part of its on-going program to address issues relevant to the continued operational safety of the aging transport fleet, the FAA, along with Gulfstream Aerospace Corporation and several U.S. and non-U.S. operators of the affected airplanes, agreed to undertake the task of identifying and implementing procedures to ensure the continuing structural airworthiness of aging commuter-class airplanes. This group recently reviewed selected service bulletins, applicable to Gulfstream Model G-159 airplanes, to be recommended for mandatory rulemaking action to ensure the continued operational safety of these airplanes.

**Explanation of Relevant Service Information**

The group reviewed and recommended Grumman Gulfstream I Aircraft Service Change No. 190, dated June 28, 1971, for mandatory regulatory action. That service change describes procedures for repetitive inspections to detect corrosion of the center section lower wing planks, and repair, if necessary. It also describes the

installation of a protective paint system to the fairing assemblies and bottom wing cover. This protective system is intended to improve the corrosion resistance of this area. Once it is installed, the repetitive inspections may be conducted at longer intervals.

#### Explanation of Requirements of Proposed Rule

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 67-04-01. It would continue to require the repetitive visual inspections, specified in AD 67-04-01, to detect corrosion of the wing planks under the bottom wing center fairing assemblies, and repair, if necessary.

For airplanes on which a protective paint system had not been installed previously, this new action would require that the inspection continue to be repeated at intervals of 6 months (26 weeks), until a protective paint system is installed within 12 months. Once the paint system is installed, the repetitive inspections would be required to continue, but the repetitive interval would be extended to 18 months.

For airplanes on which a protective paint system was installed previously, this new action would extend the currently-required repetitive inspection interval of 12 months to 18 months.

These actions would be required to be accomplished in accordance with the aircraft service change described previously.

#### Cost Impact

There are approximately 146 Gulfstream Model G-159 airplanes of the affected design in the worldwide fleet. The FAA estimates that 72 airplanes of U.S. registry would be affected by this proposed AD.

The inspections that are currently required by AD 67-04-01, and those that would be required by this proposed action, take approximately 40 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed inspection actions on U.S. operators is estimated to be \$172,800, or \$2,400 per airplane, per inspection.

The installation of the protective paint system that is proposed in this AD action would take approximately 30 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required materials would cost approximately \$100 per airplane. Based on these figures, the cost impact of the proposed requirements of this AD on

U.S. operators is estimated to be \$136,800, or \$1,900 per airplane.

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

#### Regulatory Impact

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. 106(g), 40113, 44701.

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by removing amendment 39-1234 (36 FR 12688, July 3, 1971), and by adding a

new airworthiness directive (AD), to read as follows:

Gulfstream Aerospace Corporation: Docket 97-NM-18-AD. Supersedes AD 67-04-01, Amendment 39-1234.

*Applicability:* All Model G-159 (G-I) 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 otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (d)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

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

To detect and prevent corrosion in the lower skins of the wing center section, which could reduce the integrity of the wing-to-fuselage fitting and consequently could lead to separation of the wing from the airplane, accomplish the following:

(a) For all airplanes: Within 4 weeks after July 3, 1971 (the effective date of AD 67-04-01, amendment 39-1234), remove the bottom wing center fairings having part numbers (P/N) 159W10400-121 and 159W10401-121, or use an FAA-approved equivalent method, to perform a visual inspection to detect corrosion of the wing planks under these fairings.

Note 2: Paragraph (a) of this AD merely restates the actions previously required by AD 67-04-01, amendment 39-1234. As allowed by the phrase, "unless accomplished previously," if those requirements of AD 67-04-01 have already been accomplished, this AD does not require that those actions be repeated.

Note 3: Care must be exercised when removing the fairings, since the attaching rivets go into the pressure vessel. Use caution not to enlarge rivet holes when removing rivets. When reinstalling the fairings, an adequate type fastener and sealant must be used.

Note 4: Grumman Service Newsletter, Volume 166, dated August-September 1966, pertains to this subject.

(b) For airplanes on which a protective paint system *has not been* installed in accordance with Grumman Gulfstream I Aircraft Service Change No. 190, dated June 28, 1971: Accomplish paragraphs (b)(1) and (b)(2) of this AD. As of the effective date of this AD, the inspections required by this paragraph shall be accomplished in accordance with Grumman Gulfstream I Aircraft Service Change No. 190, dated June 28, 1971.

Note 5: The repeated inspection referred to in this paragraph is the same inspection previously required by AD 67-04-01. Paragraph (b)(1) of this AD merely restates

the requirement of AD 67-04-01 to repeat the inspection at intervals of 6 months. Paragraph (b)(2) permits the reinspection interval to be extended to 18 months once the specified protective paint system is installed.

(1) As a result of the inspection required by paragraph (a) of this AD:

(i) If no corrosion is detected, repeat the inspection thereafter at intervals not to exceed 6 months (26 weeks) until the actions specified in paragraph (b)(2) of this AD are accomplished.

(ii) If any corrosion is detected, prior to further flight, either repair the corroded part with an FAA-approved repair; or replace the corroded part with a new or serviceable part of the same part number; or replace the corroded part with a part approved by the FAA. Thereafter, continue to perform the inspection at intervals not to exceed 6 months (26 weeks) until paragraph (b)(2) of this AD is accomplished.

(2) Within 12 months after the effective date of this AD, install the protective paint system in accordance with Grumman Gulfstream I Aircraft Service Change No. 190, dated June 28, 1971. After installation, continue to perform the inspection required by this paragraph at intervals not to exceed 18 months.

(c) For airplanes on which a protective paint system *has been* installed previously in accordance with Grumman Gulfstream I Aircraft Service Change No. 190, dated June 28, 1971: Accomplish paragraphs (c)(1) and (c)(2) of this AD. As of the effective date of this AD, the inspections required by this paragraph shall be accomplished in accordance with Grumman Gulfstream I Aircraft Service Change No. 190, dated June 28, 1971.

Note 6: The repeated inspection referred to in this paragraph is the same inspection previously required by AD 67-04-01. Paragraph (c)(1) of this AD merely restates the requirement of AD 67-04-01 to repeat the inspection at intervals of 12 months. Paragraph (c)(2) permits the reinspection interval to be extended to 18 months.

(1) As a result of the inspection required by paragraph (a) of this AD:

(i) If no corrosion is detected, repeat the inspection thereafter at intervals not to exceed 12 months until paragraph (c)(2) of this AD is accomplished.

(ii) If any corrosion is detected, prior to further flight, either repair the corroded part with an FAA-approved repair; or replace the corroded part with a new or serviceable part of the same part number; or replace the corroded part with a part approved by the FAA. Thereafter, continue to perform the inspection at intervals not to exceed 12 months until paragraph (c)(2) of this AD is accomplished.

(2) Within 18 months since the last inspection accomplished in accordance with paragraph (c)(1) of this AD (i.e., the last inspection accomplished in accordance with AD 67-04-01), repeat the inspection specified in paragraph (c)(1) of this AD.

(i) If no corrosion is detected, repeat the inspection thereafter at intervals not to exceed 18 months.

(ii) If any corrosion is detected, prior to further flight, repair in accordance with the

service change. After repair, continue to perform the inspection at intervals not to exceed 18 months.

(d)(1) 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.

(2) Alternative methods of compliance, approved previously in accordance with AD 67-04-01, amendment 39-1234, are approved as alternative methods of compliance with this AD.

Note 7: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta 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 February 27, 1997.

Darrell M. Pederson,

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

[FR Doc. 97-5463 Filed 3-5-97; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 97-NM-19-AD]

RIN 2120-AA64

#### Airworthiness Directives; Gulfstream Aerospace Corporation Model G-159 (G-I) 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 Gulfstream Model G-159 (G-I) airplanes, that currently requires repetitive inspections to detect chafe wear on the upper diagonal engine mount tube, and replacement or repair, if necessary. This action would require the installation of chafe guards at the engine mounts, which would terminate the currently required inspections. It also would require that the chafe guards then be repetitively inspected for chafe wear. This proposal is prompted by the development of a modification that will provide better protection of the subject area against future chafe wear. The actions specified by the proposed AD are intended to prevent excessive chafe wear in the area of the upper diagonal engine mount tubes and trusses; if not

detected and corrected, such wear could result in failure of the engine mount assembly and possible separation of the engine from the airplane.

**DATES:** Comments must be received by April 14, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-19-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 Gulfstream Aerospace Corporation, Technical Operations Department, P.O. Box 2206, M/S D-10, Savannah, Georgia 31402-2206. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Christina Marsh, Aerospace Engineer, Airframe and Propulsion Branch, ACE-117A, FAA Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7362; fax (404) 305-7348.

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