

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), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

96-23-03 Aerospace Technologies of Australia Pty Ltd.: Amendment 39-9808; Docket No. 95-CE-103-AD.

Applicability: Models N22B, N24A, and N22S airplanes (all serial numbers), certificated in any category, that are not equipped with a part number (P/N) 1E/N-12-57 fuselage stub fin plate (MOD N759).

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 request approval for an alternative method of compliance in accordance with paragraph (c) 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 within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent structural failure of the fuselage area caused by a cracked stub fin plate, which could result in loss of control of the airplane, accomplish the following:

(a) Replace the fuselage stub fin plate with one of improved design, P/N 1E/N-12-57 (MOD N759), in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Nomad Service Bulletin ANMD-53-13, Revision 3, dated October 24, 1995.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, FAA, Los Angeles Aircraft Certification Office (ACO), 3960

Paramount Boulevard, Lakewood, California 90712. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

(d) The replacement required by this AD shall be done in accordance with Nomad Service Bulletin ANMD-53-13, Revision 3, dated October 24, 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 Aerospace Technologies of Australia Pty Ltd., ASTA DEFENCE, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment (39-9808) becomes effective on December 23, 1996.

Issued in Kansas City, Missouri, on October 28, 1996.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-28164 Filed 11-8-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 96-NM-251-AD; Amendment 39-9807; AD 96-23-02]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 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 certain Boeing Model 747 series airplanes. This action requires inspections to detect disbonding, corrosion, and cracking at the longitudinal rows of fasteners in the bonded skin panels in section 41 of the fuselage, and repair, if necessary. This amendment is prompted by a report of skin cracking due to disbonding of the internal doubler of the cracked skin panels. The actions specified in this AD are intended to prevent rapid decompression of the airplane due to disbonding and subsequent cracking of the skin panels.

DATES: Effective November 27, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of November 27, 1996.

Comments for inclusion in the Rules Docket must be received on or before January 13, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-251-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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: Bob Breneman, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2776; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: Recently, the FAA received a report indicating that skin cracking was found on a Boeing Model 747-200 series airplane that had accumulated 14,486 total flight cycles. Multiple one-inch skin cracks were found through four adjacent fastener holes along the number 2 doorstop intercostal between body station (BS) 488 and BS 500. The FAA received another report indicating that skin cracking was found in the same location on a Model 747-200 series airplane that had accumulated 13,517 total flight cycles. This cracking measured approximately 17 inches in length.

Results of subsequent inspections of both airplanes revealed extensive disbonding of the internal doubler of the cracked skin panels, as well as disbonding at several stringer locations from BS 340 to BS 520 between stringer (S) 6 and S-14. The cause of this disbonding has been attributed to improper processing during the phosphoric acid anodize (PAA) phase of manufacture of the skin panels.

Disbonding of the internal skin doublers could result in increased operational stress on the fuselage skin, and could lead to multiple-site skin cracking. This condition, if not corrected, could result in rapid decompression of the airplane.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996, which describes procedures for inspections to detect disbonding, corrosion, and cracking of the longitudinal rows of fasteners in the bonded skin panels in section 41 of the fuselage, and repair, if necessary. The alert service bulletin identifies four affected skin areas:

- *Area 1:* The flat skin panel aft of the cockpit windows from body station (BS) 340 to BS 520 between S-6 and S-14.
- *Area 2:* The flat skin panels below the cockpit windows.
- *Area 3:* The large-radius skin panels in the main deck area (excluding Area 4).
- *Area 4:* The section of the large-radius skin panel aft of door 1 from BS 488 to BS 500 between S-16 and S-26.

The alert service bulletin also specifies four methods of inspection:

- *Method 1:* One-time external ultrasonic inspections (for Area 1 only) of the skin for disbonded doublers; and an external inspection of the skin for cracks, and repair, if necessary;
- *Method 2:* One-time internal visual inspections of the skin for disbonded doublers, corrosion, or cracks; and repair, or an external inspection of the skin for cracks, if necessary;
- *Method 3:* Repetitive external close visual inspections of the skin for cracks, and repair, if necessary; and
- *Method 4:* Repetitive external high frequency eddy current (HFEC) inspections of the skin for cracks, and repair, if necessary.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other Boeing Model 747 series airplanes of the same type design, this AD is being issued to prevent rapid decompression of the airplane due to disbonding and subsequent cracking of the skin panels. This AD requires inspections to detect disbonding, corrosion, and cracking at the longitudinal rows of fasteners in the bonded skin panels in section 41 of the fuselage, and repair, if necessary. Certain repairs are required to be accomplished in accordance with a method approved by the FAA. Other actions are required to be accomplished in accordance with the alert service bulletin described previously.

This AD also requires that operators submit a report to the FAA of any findings of disbonding detected during the inspections required by this AD.

Differences Between Alert Service Bulletin and This AD

While the alert service bulletin describes procedures for inspections of four particular areas of the airplane, this AD requires inspections of only two of those areas. The FAA is considering further rulemaking to require inspections of the other two areas that are not addressed in this AD; however, the proposed compliance time for accomplishment of those inspections is sufficiently long so that prior notice and time for public comment will be practicable.

Additionally, the alert service bulletin specifies that, based on continued mixed operation at lower cabin differential pressures, the thresholds and intervals specified in the alert service bulletin can be multiplied by a 1.2 adjustment factor for Model 747SR and 747-400 series airplanes (domestic only). The FAA finds that insufficient data exist to support such an adjustment to flight cycles. In fact, data are available which indicate that the use of a 1.2 adjustment factor provides inaccurate data and unjustified relief for inspection intervals. Consequently, this AD does not allow for such an adjustment factor.

Further, the alert service bulletin indicates that if any cracking is found that is outside specified limits, operators should contact the manufacturer for repair data. However, this AD requires that such cracking be repaired in accordance with a method approved by the FAA.

Determination of Rule's Effective Date

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 96-NM-251-AD". The postcard will be date stamped and returned to the commenter.

Regulatory Impact

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. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

96-23-02 Boeing: Amendment 39-9807.

Docket 96-NM-251-AD.

Applicability: Model 747 series airplanes; line numbers 1 through 200 inclusive on which the skin panel replacement specified in Boeing Service Bulletin 747-53A2321 has been accomplished; line numbers 201 through 430 inclusive that have been modified by Boeing to a Stretched Upper Deck (SUD) configuration; and line numbers 431 through 1075 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 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 (u) 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 prevent rapid decompression of the airplane due to disbonding and subsequent cracking of the skin panels, accomplish the following:

Disallowance of Adjustment Factor

(a) For Model 747SR and 747-400 series airplanes operating at a cabin differential pressure lower than 8.9 pounds per square inch (psi): An adjustment factor of 1.2 shall not be used as a multiplier for thresholds and intervals specified in Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996.

Initial Inspection of Area 1: Group 1 Airplanes

(b) For airplanes identified as Group 1 in Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996, on which the skin panel replacement specified in Boeing Alert Service Bulletin 747-53A2321 has been accomplished: Perform an inspection to

detect disbonding, corrosion, and/or cracking of the skin at the location specified as Area 1 in Table 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996, using an inspection technique identified as Method 1, 2, 3, or 4 in paragraph A., Part I, of the Accomplishment Instructions of the alert service bulletin. Accomplish the inspection at the time specified in paragraph (b)(1) or (b)(2) of this AD, as applicable. In any case, any inspection using Method 1 or 2 shall not be accomplished prior to the accumulation of 2,000 total flight cycles with cabin differential pressure above 2.0 psi since skin panel replacement in accordance with Boeing Alert Service Bulletin 747-53A2321. If inspection Method 1 or 2 is used and no disbonded doubler is found, no further action is required by this AD.

(1) For airplanes on which zones 1 and 2 of the fuselage have not been modified in accordance with Boeing Service Bulletin 747-53-2272: Inspect at the later of the times specified in paragraphs (b)(1)(i) and (b)(1)(ii) of this AD.

(i) Prior to the accumulation of 8,000 total flight cycles, or within 150 flight cycles after the effective date of this AD, whichever occurs later.

(ii) Within 60 days after the effective date of this AD.

(2) For airplanes on which zones 1 and 2 of the fuselage have been modified in accordance with Boeing Service Bulletin 747-53-2272: Inspect at the later of the times specified in paragraphs (b)(2)(i) and (b)(2)(ii) of this AD.

(i) Prior to the accumulation of 10,000 total flight cycles, or within 150 flight cycles after the effective date of this AD, whichever occurs later.

(ii) Within 60 days after the effective date of this AD.

On-Condition Repairs and Repetitive Inspections: Group 1 Airplanes

(c) If inspection Method 1 or 2 was used to accomplish the inspection required by paragraph (b) of this AD, and any disbonded doubler was found during that inspection: Prior to further flight, perform external detailed visual inspections (Method 3) or external HFEC inspections (Method 4) to detect cracking of the fuselage skin in the areas where the disbonded doubler was found, in accordance with Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996.

(1) If inspection Method 3 was used to accomplish the inspection required by paragraph (c) of this AD, and no cracking was found during the inspection: Repeat the inspection thereafter at intervals not to exceed 150 flight cycles for up to 1,000 flight cycles; thereafter, perform external HFEC inspections (Method 4) at intervals not to exceed 2,000 flight cycles in accordance with the alert service bulletin.

(2) If inspection Method 4 was used to accomplish the inspection required by paragraph (c) of this AD, and no cracking was found during the inspection: Repeat the inspection thereafter at intervals not to exceed 2,000 flight cycles in accordance with the alert service bulletin.

(d) If inspection Method 3 was used to accomplish the inspection required by paragraph (b) of this AD, and no cracking was found during the inspection: Repeat the inspection thereafter at intervals not to exceed 150 flight cycles for up to 1,000 flight cycles; thereafter, accomplish either paragraph (d)(1) or (d)(2) of this AD in accordance with Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996.

(1) Perform a one-time inspection using Method 1 or 2; or

(2) Perform repetitive inspections using inspection Method 4 at intervals not to exceed 2,000 flight cycles.

(e) If inspection Method 4 was used to accomplish the inspection required by paragraph (b) of this AD, and no cracking was found during the inspection: Repeat the inspection thereafter at intervals not to exceed 2,000 flight cycles in accordance with Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996.

(f) If any cracking is found during any inspection required by paragraphs (b), (c), (d), or (e) of this AD, and the cracking is within the limits specified in Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996, prior to further flight, repair in accordance with the alert service bulletin. Following repair, perform repetitive inspections using inspection Method 4 thereafter at intervals not to exceed 2,000 flight cycles in accordance with the alert service bulletin.

(g) If any cracking is found during any inspection required by paragraphs (b), (c), (d), or (e) of this AD, and the cracking is outside the limits specified in Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996, prior to further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

Initial Inspection of Areas 1 and 4: Groups 2, 3, 6, and 8 Airplanes

(h) For airplanes identified as Group 2, 3, 6, or 8 in Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996: Perform inspections to detect disbonding, corrosion, and/or cracking of the skin at the locations specified as Areas 1 and 4 in Table 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996, using an inspection technique identified as Method 1, 2, 3, or 4 (for Area 1), or Method 2, 3, or 4 (for Area 4) in paragraph A., Part I, of the Accomplishment Instructions of the alert service bulletin. Accomplish the inspection at the time specified in paragraph (h)(1) or (h)(2) of this AD, as applicable. In any case, any inspection using Method 1 or 2 shall not be accomplished prior to the accumulation of 2,000 total flight cycles with cabin differential pressure above 2.0 psi since delivery, or since modification to the SUD configuration. If inspection Method 1 or 2 is used and no disbonded doubler is found, no further action is required by this AD.

(1) For airplanes on which zones 1, 2, and 3 of the fuselage have not been modified in accordance with Boeing Service Bulletin

747-53-2272: Inspect at the later of the times specified in paragraphs (h)(1)(i) and (h)(1)(ii) of this AD.

(i) Prior to the accumulation of 8,000 total flight cycles, or within 150 flight cycles after the effective date of this AD, whichever occurs later.

(ii) Within 60 days after the effective date of this AD.

(2) For airplanes on which zones 1, 2, and 3 of the fuselage have been modified in accordance with Boeing Service Bulletin 747-53-2272: Inspect at the later of the times specified in paragraphs (h)(2)(i) and (h)(2)(ii) of this AD.

(i) Prior to the accumulation of 10,000 total flight cycles, or within 150 flight cycles after the effective date of this AD, whichever occurs later.

(ii) Within 60 days after the effective date of this AD.

On-Condition Repairs and Repetitive Inspections: Groups 2, 3, 6, and 8 Airplanes

(i) If inspection Method 1 or 2 was used to accomplish the inspection required by paragraph (h) of this AD, and any disbonded doubler was found during that inspection: Prior to further flight, perform external detailed visual inspections (Method 3) or external HFEC inspections (Method 4) to detect cracking of the fuselage skin in the areas where the disbonded doubler was found, in accordance with Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996.

(1) If inspection Method 3 was used to accomplish the inspection required by paragraph (i) of this AD, and no cracking was found during the inspection: Repeat the inspection thereafter at intervals not to exceed 150 flight cycles (for Area 1) or 250 flight cycles (for Area 4), as applicable, for up to 1,000 flight cycles; thereafter, perform external HFEC inspections (Method 4) at intervals not to exceed 2,000 flight cycles (for Area 1) or 3,000 flight cycles (for Area 4), as applicable, in accordance with the alert service bulletin.

(2) If inspection Method 4 was used to accomplish the inspection required by paragraph (i) of this AD, and no cracking was found during the inspection: Repeat the inspection thereafter at intervals not to exceed 2,000 flight cycles (for Area 1) or 3,000 flight cycles (for Area 4), as applicable, in accordance with the alert service bulletin.

(j) If inspection Method 3 was used to accomplish the inspection required by paragraph (h) of this AD, and no cracking was found during the inspection: Repeat the inspection thereafter at intervals not to exceed 150 flight cycles (for Area 1) or 250 flight cycles (for Area 4), as applicable, for up to 1,000 flight cycles; thereafter, accomplish either paragraph (j)(1) or (j)(2) of this AD in accordance with Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996.

(1) Perform a one-time inspection using Method 1 or 2 (for Area 1), or Method 2 (for Area 4 only); or

(2) Perform repetitive inspections using inspection Method 4 at intervals not to exceed 2,000 flight cycles (for Area 1) or 3,000 flight cycles (for Area 4), as applicable.

(k) If inspection Method 4 was used to accomplish the inspection required by paragraph (h) of this AD, and no cracking was found during the inspection: Repeat the inspection thereafter at intervals not to exceed 2,000 flight cycles (for Area 1) or 3,000 flight cycles (for Area 4), as applicable, in accordance with Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996.

(l) If any cracking is found during any inspection required by paragraphs (h), (i), (j), or (k) of this AD, and the cracking is within the limits specified in Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996, prior to further flight, repair in accordance with the alert service bulletin. Following repair, perform repetitive inspections using inspection Method 4 thereafter at intervals not to exceed 2,000 flight cycles (for Area 1) or 3,000 flight cycles (for Area 4), as applicable, in accordance with the alert service bulletin.

(m) If any cracking is found during any inspection required by paragraphs (h), (i), (j), or (k) of this AD, and the cracking is outside the limits specified in Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996, prior to further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

Initial Inspection of Areas 1 and 4: Groups 4, 5, 7, 9, and 10 Airplanes

(n) For airplanes identified as Group 4, 5, 7, 9, or 10 in Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996: Perform inspections to detect disbonding, corrosion, and/or cracking of the skin at the locations specified as Areas 1 and 4 in Table 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996, using an inspection technique identified as Method 1, 2, 3, or 4 (for Area 1) or Method 2, 3, or 4 (for Area 4) in paragraph A., Part I, of the Accomplishment Instructions of the alert service bulletin. Accomplish the inspection at the later of the times specified in paragraphs (n)(1) and (n)(2) of this AD. In any case, any inspection using Method 1 or 2 shall not be accomplished prior to the accumulation of 2,000 total flight cycles with cabin differential pressure above 2.0 psi since delivery. If inspection Method 1 or 2 is used and no disbonded doubler is found, no further action is required by this AD.

(1) Prior to the accumulation of 10,000 total flight cycles, or within 150 flight cycles after the effective date of this AD, whichever occurs later.

(2) Within 60 days after the effective date of this AD.

On-Condition Repairs and Repetitive Inspections: Groups 4, 5, 7, 9, and 10 Airplanes

(o) If inspection Method 1 or 2 was used to accomplish the inspection required by paragraph (n) of this AD, and any disbonded doubler was found during that inspection: Prior to further flight, perform external detailed visual inspections (Method 3) or external HFEC inspections (Method 4) to detect cracking of the fuselage skin in the

areas where the disbonded doubler was found, in accordance with Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996.

(1) If inspection Method 3 was used to accomplish the inspection required by paragraph (o) of this AD, and no cracking was found during the inspection: Repeat the inspection thereafter at intervals not to exceed 150 flight cycles (for Area 1) or 250 flight cycles (for Area 4), as applicable, for up to 1,000 flight cycles; thereafter, perform external HFEC inspections (Method 4) at intervals not to exceed 2,000 flight cycles (for Area 1) or 3,000 flight cycles (for Area 4), as applicable, in accordance with the alert service bulletin.

(2) If inspection Method 4 was used to accomplish the inspection required by paragraph (o) of this AD, and no cracking was found during the inspection: Repeat the inspection thereafter at intervals not to exceed 2,000 flight cycles (for Area 1) or 3,000 flight cycles (for Area 4), as applicable, in accordance with the alert service bulletin.

(p) If inspection Method 3 was used to accomplish the inspection required by paragraph (n) of this AD, and no cracking was found during the inspection: Repeat the inspection thereafter at intervals not to exceed 150 flight cycles (for Area 1) or 250 flight cycles (for Area 4), as applicable, for up to 1,000 flight cycles; thereafter, accomplish either paragraph (p)(1) or (p)(2) of this AD in accordance with Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996.

(1) Perform a one-time inspection using Method 1 or 2 (for Area 1), or Method 2 (for Area 4 only); or

(2) Perform repetitive inspections using inspection Method 4 at intervals not to exceed 2,000 flight cycles (for Area 1) or 3,000 flight cycles (for Area 4), as applicable.

(q) If inspection Method 4 was used to accomplish the inspection required by paragraph (n) of this AD, and no cracking was found during the inspection: Repeat the inspection thereafter at intervals not to exceed 2,000 flight cycles (for Area 1) or 3,000 flight cycles (for Area 4), as applicable, in accordance with Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996.

(r) If any cracking is found during any inspection required by paragraphs (n), (o), (p), or (q) of this AD, and the cracking is within the limits specified in Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996, prior to further flight, repair in accordance with the alert service bulletin. Following repair, perform repetitive inspections using inspection Method 4 thereafter at intervals not to exceed 2,000 flight cycles (for Area 1) or 3,000 flight cycles (for Area 4), as applicable.

(s) If any cracking is found during any inspection required by paragraphs (n), (o), (p), or (q) of this AD, and the cracking is outside the limits specified in Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996, prior to further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(t) Within 10 days after accomplishing any inspection to detect disbonding required by paragraphs (b), (d)(1), (h), (j)(1), (n), and (p)(1) this AD, report any findings of disbonding to the Manager, Seattle Manufacturing Inspection District Office, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (206) 227-1159. The report shall include the information specified in paragraphs (t)(1), (t)(2), and (t)(3) of this AD. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(1) The line number of the airplane on which disbonding was found.

(2) The number of disbonded skin panels that were found.

(3) The part number of any disbonded skin panel that is found.

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

(v) 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.

(w) The actions shall be done in accordance with Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996. 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.

(x) This amendment becomes effective on November 27, 1996.

Issued in Renton, Washington, on October 28, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-28169 Filed 11-8-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 97

[Docket No. 28728; Amdt. No. 1763]

RIN 2120-AA65

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

For Purchase

Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription

Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Form 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the Federal Register expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAPs contained in this amendment are based on the criteria contained in the United States Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports.

The FAA has determined through testing that current non-localizer type, non-precision instrument approaches developed using the TERPS criteria can be flown by aircraft equipped with Global Positioning System (GPS) equipment. In consideration of the above, the applicable Standard Instrument Approach Procedures (SIAPs) will be altered to include "or GPS" in the title without otherwise