

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:

96-23-06 Dornier: Amendment 39-9811. Docket 95-NM-232-AD.

Applicability: Model 328-100 series airplanes; serial numbers 3005 through 3008 inclusive, 3010, 3011, and 3012; 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 (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 as indicated, unless accomplished previously.

To prevent partial loss of the main hydraulic power supply due to loss of hydraulic fluid, accomplish the following:

(a) Within 90 days after the effective date of this AD, replace landing gear hydraulic fuses having part number ACM30488, MOD states 2 through 6, with MOD 7 fuses in accordance with Dornier Service Bulletin SB-328-32-048, dated August 11, 1994.

(b) As of the effective date of this AD, no person shall install a landing gear hydraulic fuse having part number ACM30488, MOD states 2 through 6, on any airplane.

(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, 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 replacement shall be done in accordance with Dornier Service Bulletin SB-328-32-048, dated August 11, 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 Dornier Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. 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 December 19, 1996.

Issued in Renton, Washington, on November 1, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-28692 Filed 11-13-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 96-NM-06-AD; Amendment 39-9809; AD 96-23-04]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737-100 and -200 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737-100 and -200 series airplanes, that requires replacement of the 250 volt-ampere (VA) rated static inverters with 410 VA or 500 VA rated static inverters, and an operational test of the standby electrical power system. This amendment is prompted by a report that accomplishment of a certain modification could result in overload of the static inverter on these airplanes. The actions specified by this AD are intended to prevent overload of the static inverter, which could result in the loss of the 115 volt alternating current (VAC) standby bus and the associated flight instruments when the airplane is operating on standby electrical power.

DATES: Effective December 19, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 19, 1996.

ADDRESSES: 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 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: Stephen Oshiro, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2793; fax (206) 227-1181.

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 Boeing Model 737-100 and -200 series airplanes was published in the Federal Register on June 7, 1996 (61 FR 29038). That action proposed to require replacement of the 250 VA rated static inverters with certain 410 VA or 500 VA-rated static inverters.

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

Support for the Proposal

One commenter supports the proposed rule.

Request To Revise the Applicability of the Proposed Rule

The manufacturer requests that the applicability of the proposed rule be revised to specify that the only Model 737-100 and -200 series airplanes affected by the AD are those that are listed in Boeing Alert Service Bulletin 737-24A1113, dated February 29, 1996. The manufacturer indicates that it has reviewed the loading of the 115 VAC standby electrical power bus of the Model 737-100 and -200 series airplanes that were delivered with 250 VA static inverters and modified in accordance with Boeing Service Bulletin 737-24-1051. This review verified that the 115 VAC standby bus of some of the 250VA static inverters installed on airplanes that had been modified in accordance with Boeing Service Bulletin 737-24-1051 are less heavily loaded than others and, therefore, are not susceptible to the addressed unsafe condition. The commenter states that, for 21 of the airplanes specified in the applicability of the proposal, the currently-installed 250 VA static inverter is adequate and need not be replaced.

The FAA concurs. The FAA's initial assessment of the unsafe condition concluded that all Model 737-100 and -200 series airplanes equipped with 250

VA static inverters and modified in accordance with Boeing Service Bulletin 737-24-1051 were susceptible to overloading of the static inverters. Since issuance of the proposal, however, the FAA has reviewed the electrical load analysis conducted by the manufacturer and agrees that, for the 21 identified airplanes, the 250 VA static inverter does possess sufficient capacity to preclude the unsafe condition. The FAA finds that the airplanes listed in the effectivity listing of Boeing Alert Service Bulletin 737-24A1113, dated February 29, 1996, are the only ones subject to the unsafe condition addressed by this AD action. Accordingly, the applicability of this final rule has been revised to indicate this. Additionally, the cost impact information, discussed below, has been revised to clarify the number of affected airplanes.

Request To Allow Replacement With Any FAA-Approved Static Inverter

One commenter requests that paragraph (a) of the proposal be revised to allow any FAA-approved 410 VA-rated or 500 VA-rated static inverter to be used as a replacement part, instead of requiring the installation of specific static inverters by part number. This commenter considers that such a change to the proposed rule would alleviate the need for operators to obtain approvals for use of alternative methods of compliance in the event that a new static inverter with a new part number is developed in the future.

The FAA does not concur with the commenter's request. While other static inverters may be FAA-approved, the static inverters having the part numbers specified in this AD are the only 410 VA and 500 VA inverters that have been approved specifically for use in Boeing Model 737-100 and -200 series airplanes. These units have been demonstrated to be compatible with the electrical power system and the electromagnetic environment of those airplane models. The FAA must ensure that only these units, which have been tested for compatibility with the affected airplane models, be used to satisfy the requirements of this AD.

Request To Include Additional Maintenance Manual Reference

One commenter requests that paragraph (a) of the proposal be revised to indicate that the operational test of the standby electrical power system may be performed in accordance with Section 24-54-2, as well as Section 24-54-0, of the Model 737 Maintenance Manual. The commenter points out that, for some of the affected operators, the operational test is located in Section 24-

54-2 instead of Section 24-54-0 (which was the only Section specified in the proposal).

The FAA concurs with the commenter's request and has revised paragraph (a) of this final rule accordingly.

The FAA also has revised paragraph (a) to include Boeing Alert Service Bulletin 737-24A1113 as an additional source of appropriate service instructions for accomplishing both the replacement of the static inverter and the operational test of the associated system.

Conclusion

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

Cost Impact

There are approximately 52 Boeing Model 737-100 and -200 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 1 airplane of U.S. registry will be affected by this AD, that it will take approximately 2 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 \$10,500 per airplane. Based on these figures, the cost impact of the AD on the single affected U.S. operator is estimated to be \$10,620.

The 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.

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.

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), 40113, 44701.

§ 39.13 [Amended]

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

96-23-04 Boeing: Amendment 39-9809. Docket 96-NM-06-AD.

Applicability: Model 737-100 and -200 series airplanes; as listed in Boeing Alert Service Bulletin 737-24A1113, dated February 29, 1996; 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 (b) 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 overload of the static inverter, which could result in the loss of the 115 VAC standby power and the associated flight instruments, accomplish the following:

(a) Within 10 months after the effective date of this AD, replace the 250 VA rated static inverters either with 500 VA-rated static inverters having Boeing part number (P/N) 60B40023-2, or with 410 VA-rated

static inverters having Jet Electronics and Technology P/N 3S2060DV109B1, in accordance with Boeing Alert Service Bulletin 737-24A1113, dated February 29, 1996; or in accordance with Section 20-10-111 of the Boeing 737 Airplane Maintenance Manual. Prior to further flight following the replacement, perform an operational test of the standby electrical power system in accordance with the service bulletin; or in accordance with Section 24-54-0 or 24-54-2 of the maintenance manual.

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

(c) 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.

(d) Except as provided by paragraph (a) of this AD, the replacement and operational test shall be done in accordance with Boeing Alert Service Bulletin 737-24A1113, dated February 29, 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.

(e) This amendment becomes effective on December 19, 1996.

Issued in Renton, Washington, on October 31, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-28689 Filed 11-13-96; 8:45 am]

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14 CFR Part 39

[Docket No. 94-NM-221-AD; Amendment 39-9810; AD 96-23-05]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD),

applicable to certain Boeing Model 747 series airplanes, that requires repetitive inspections to detect cracks and/or corrosion of the girt bar support fitting at certain main entry doors (MED); and repair or replacement of the support fitting. This amendment also provides for various terminating actions for the repetitive inspections. This amendment is prompted by reports that, during scheduled deployment tests of main entry door slides, corrosion was found on the floor structure supports for the escape slides of the main deck entry doors on these airplanes. The actions specified by this AD are intended to prevent such corrosion, which could result in separation of the escape slide from the lower door sill during deployment, and subsequently prevent proper operation of the escape slides at the main entry doors during an emergency.

DATES: Effective December 16, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 16, 1996.

ADDRESSES: 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 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: Robert Breneman, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2776; fax (206) 227-1181.

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 Boeing Model 747 series airplanes was published in the Federal Register on February 8, 1995 (60 FR 7482). That action proposed to require repetitive detailed visual inspections to detect cracks and/or corrosion of the girt bar support fitting at MED's 1 through 5, inclusive; repair or replacement of the support fitting; and reinstallation of the threshold assembly. The action also proposed to require, under certain conditions, replacing the support fittings with new support fittings having new fasteners; refinishing uncorroded

support fittings; and removing the corrosion and refinishing corroded support fittings. When accomplished, these latter actions will constitute terminating action for the repetitive visual inspections.

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

Support for the Proposal

One commenter supports the proposal.

Request for Clarification of Requirements for Different Configurations of Airplanes

One commenter requests that the proposed rule be revised to clarify the actions that are required for variously configured airplanes. The FAA has considered each of the commenter's requests, which are iterated below:

Doors With Escape Slide/Raft Not Installed or Deactivated

This commenter requests that the proposal clarify instructions for addressing airplanes having doors where an escape slide or slide/raft is not installed or is not being used for passenger egress, such as a deactivated door 3, at doors 4 and/or 5 of an airplane being operated in the "combi" configuration, or any door not used for passenger egress on a convertible. The commenter suggests that, for these airplanes, the proposed requirements of the rule be "postponed" until such time that any door was reactivated for passenger egress use.

The FAA concurs with the commenter's suggestion, and has added a NOTE in the final rule to indicate this.

Airplanes With Improved Door Fittings Installed

This commenter requests that the proposal be revised to indicate that airplanes on which support fittings have been replaced in accordance with Boeing Alert Service Bulletin 747-25A2831, dated August 29, 1991, require no further action at the replaced fitting locations.

The FAA concurs. The service bulletin mandated by this AD replaces Boeing Alert Service Bulletin 747-25A2831. The FAA has determined that the modifications specified in Alert Service Bulletin 747-25A2831 are acceptable for compliance with this AD. This AD requires no further action on fittings that were replaced or modified in accordance with that service bulletin. This final rule has been revised to