

The temperature of individual packages of raw poultry product within an official establishment may deviate below the 26°F standard by 1° (i.e., have a temperature of 25°F) and still be labeled "fresh." The temperature of individual packages of raw poultry product outside an official establishment may deviate below the 26°F standard by 2° (i.e., have a temperature of 24°F) and still be labeled "fresh." The average temperature of poultry product lots of each specific product type must be 26°F. Product described in this paragraph is not subject to the freezing procedures required in § 381.66(f)(2) of this subchapter.

(ii) Raw poultry product whose internal temperature has ever been at or below 0°F must be labeled with the descriptive term "frozen," except when such labeling duplicates or conflicts with the labeling requirements in § 381.125 of this subchapter. The word "previously" may be placed next to the term "frozen" on an optional basis. The descriptive term must be prominently displayed on the principal display panel of the label. If additional labeling containing the descriptive term is affixed to the label, it must be prominently affixed to the label. The additional labeling must be so conspicuous (as compared with other words, statements, designs, or devices in the labeling) that it is likely to be read and understood by the ordinary individual under customary conditions of purchase and use. Product described in this paragraph is subject to the freezing procedures required in § 381.66(f)(2) of this subchapter.

(iii) Raw poultry product whose internal temperature has ever been below 26°F, but is above 0°F, is not required to bear any specific descriptive term. Raw poultry product whose internal temperature has ever been below 26°F, but is above 0°F, may bear labeling with an optional, descriptive term, provided the optional, descriptive term does not cause the raw poultry product to become misbranded. If used,

an optional, descriptive term must be prominently displayed on the principal display panel of the label. If additional labeling containing the optional, descriptive term is affixed to the label, it must be prominently affixed on the label. The additional labeling must be so conspicuous (as compared with other words, statements, designs, or devices in the labeling) that it is likely to be read and understood by the ordinary individual under customary conditions of purchase and use.

(iv) \* \* \*

\* \* \* \* \*

4. Effective December 17, 1997 § 381.133 is amended by revising paragraph (b)(9)(xxvi) and by adding a new paragraph (b)(9)(xxvii) to read as follows:

**§ 381.133 Generically approved labeling.**

\* \* \* \* \*

(b) \* \* \*

(9) \* \* \*

(xxvi) The use of the descriptive term "fresh" in accordance with § 381.129(b)(6)(i) of this subchapter.

(xxvii) The use of the descriptive term "frozen" as required by § 381.129(b)(6)(ii) of this subchapter.

Done at Washington, DC, on December 11, 1996.

Thomas J. Billy,

*Administrator.*

[FR Doc. 96-31971 Filed 12-16-96; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-NM-249-AD; Amendment 39-9842; AD 96-25-01]

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 broken sealant common to the lower horizontal clevis of the inboard and outboard strut midspar fittings and of the fasteners, and various follow-on actions. This action also requires inspections to detect cracking, corrosion, and fracturing of the lower horizontal clevis, and replacement of discrepant parts with new or serviceable parts, or repair, if necessary. This action also provides for optional terminating action for the inspections. This amendment is prompted by reports of fatigue cracking, stress corrosion cracking, and fracturing of the horizontal clevis of the inboard midspar fitting of the number three strut. The actions specified in this AD are intended to detect and correct such cracking and fracturing, which could result in drooping of the strut at the strut-to-wing interface, and consequent separation of the engine and strut from the airplane.

**DATES:** Effective January 22, 1997.

The incorporation by reference of certain publications, as listed in the regulations, is approved by the Director of the Federal Register as of January 22, 1997.

The incorporation by reference of certain other publications listed in the regulations was approved previously by the Director of the Federal Register as follows:

Referenced publication and date	Approval date and <b>Federal Register</b> citation
Boeing Alert Service Bulletin 747-54A2157, January 12, 1995 .....	July 28, 1995 (60 FR 33333, June 28, 1995).
Boeing Alert Service Bulletin 747-54A2158, November 30, 1994 .....	July 28, 1995 (60 FR 33336, July 28, 1995).
Boeing Alert Service Bulletin 747-54A2159, November 3, 1994 .....	June 21, 1995 (60 FR 27008, May 22, 1995).

Comments for inclusion in the Rules Docket must be received on or before February 18, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103,

Attention: Rules Docket No. 96-NM-249-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:** Tamara Dow, Aerospace Engineer,

Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98056-4056; telephone (206) 227-2771; fax (206) 227-1181.

**SUPPLEMENTARY INFORMATION:** The FAA has received a report indicating that a complete fracture of the lower horizontal clevis of the inboard midspar fitting across the second row of fasteners from the aft end of the fitting on the number 3 strut had occurred on a Boeing Model 747-200 series airplane equipped with Pratt & Whitney JT9D-7 series engines. Metallurgical analysis revealed that the fracture consisted of three separate cracks that were caused by fatigue from multiple origins on the corroded bore surface of the fitting holes. The final fracture of the fitting was the result of ductile separation.

The terminating action specified in AD 87-04-13 R1, amendment 39-5836 (53 FR 2005, January 26, 1988) had been accomplished on this airplane in accordance with Boeing Service Bulletin 747-54-2118, Revision 4, dated May 11, 1989. That terminating action consisted of an eddy current inspection of all the hole locations and oversizing only the aft two holes of the horizontal clevis for both midspar fittings. When the fracture was detected, the airplane had accumulated 7,070 flight hours and 1,966 flight cycles (77,823 total flight hours and 18,858 total flight cycles) since the accomplishment of the terminating action.

Additionally, the FAA has received a report indicating that fatigue and stress corrosion cracking in the lower horizontal clevis common to the second row of fasteners from the aft end of the inboard midspar fitting of the number 3 strut had occurred on a Boeing Model 747-300 series airplane equipped with Pratt & Whitney JT9D-7R4G2 series engines. The length of the crack was 0.67 inch; this crack was found during an inspection of the aft row common to the horizontal clevis in accordance with Boeing Service Bulletin 747-54-2118, Revision 4, dated May 11, 1989. When the crack was detected, the airplane had accumulated 46,118 total flight hours and 5,485 total flight cycles.

Cracking and fracturing in the midspar fitting clevis, if not detected and corrected in a timely manner, could result in a fractured fitting and drooping of the strut at the strut-to-wing interface, and consequent separation of the engine and strut from the airplane.

Additionally, the FAA has received a report indicating that broken sealant of the fasteners has been detected. The existing sealant was removed in order to visually inspect the fittings.

Investigation revealed loose fasteners, corrosion of the fastener holes, and surface corrosion of the fitting.

#### Other Relevant Rulemaking

The FAA has previously issued several other AD's that address cracking in the midspar fitting clevis on Boeing 747 series airplanes:

1. AD 87-04-13 R1, amendment 39-5836: Requires an ultrasonic inspection to detect cracking of the aft-most two fastener holes of the upper and lower horizontal clevis legs in accordance with Boeing Service Bulletin 747-54-2118, dated July 25, 1986. In addition, that AD also provided for rework or replacement of the pylon midspar fitting, which would eliminate the need for the repetitive ultrasonic inspections. Since the issuance of that AD, Boeing Service Bulletin 747-54-2118, Revision 1, dated May 21, 1987; Revision 2, dated April 21, 1988; Revision 3, dated September 29, 1988; and Revision 4, dated May 11, 1989; have been approved as alternative methods of compliance with that AD.

2. AD 90-06-06, amendment 39-6490 (55 FR 8374, March 7, 1990): Requires structural modification, among various other actions, in accordance with Boeing Document No. D6-35999, dated March 31, 1989. The FAA has approved an alternative method of compliance that extends the compliance time threshold to a maximum of three years after the airplane reaches 20,000 total flight cycles, or until the mandated strut/wing modification is accomplished, whichever occurs first. Additionally, ultrasonic inspections to detect cracking of the fastener holes are required at intervals not to exceed 1,000 flight cycles in accordance with the service bulletin. If cracking or corrosion is detected during those inspections, rework or replacement of the midspar fitting with a new or serviceable part is required, in accordance with Boeing Service Bulletin 747-54-2118, dated July 26, 1986.

3. AD 95-10-16, amendment 39-9233 (60 FR 27008, May 5, 1995): For airplanes equipped with Pratt & Whitney Model JT9D engines (excluding Model JT9D-70 engines), that AD requires modification of the nacelle strut and wing structure, and inspections of the adjacent structure that has not been replaced by the modification, in accordance with Boeing Alert Service Bulletin 747-54A2159, dated November 3, 1994. As a condition to extend the compliance time from 32 to 56 months, AD 95-10-16 also requires repetitive ultrasonic inspection to detect cracking of the aft-most two fastener holes in both strut midspar

fittings on the inboard and outboard nacelle struts, or modification of the aft-most two fastener holes as described in Boeing Service Bulletin 747-54-2118. Since the issuance of that AD, Boeing Alert Service Bulletin, Revision 1, dated June 1, 1995; and Revision 2, dated March 14, 1996; have been approved as an alternative method of compliance with that AD.

4. AD 95-13-05, amendment 39-9285 (60 FR 33333, June 28, 1995): For airplanes equipped with Rolls Royce Model RB211 series engines, that AD requires modification of the strut/wing in accordance with Boeing Alert Service Bulletin 747-54A2157, dated January 12, 1995. Since the issuance of that AD, Boeing Alert Service Bulletin 747-54A2157, Revision 1, dated August 3, 1995; and Revision 2, dated November 14, 1996; have been approved as alternative methods of compliance with the AD.

5. AD 95-13-07, amendment 39-9287 (60 FR 33336, July 28, 1995): For airplanes equipped with General Electric Model CF6-45 or -50 series engines, that AD requires modification of the strut/wing in accordance with Boeing Alert Service Bulletin 747-54A2158, dated November 30, 1994. Since issuance of that AD, Boeing Alert Service Bulletin 747-54A2158 Revision 1, dated August 17, 1995; and Revision 2, dated August 15, 1996; have been approved as alternative methods of compliance with that AD.

#### Explanation of New Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 747-54A2179, dated June 27, 1996, which describes procedures for repetitive ultrasonic inspections to detect cracking, corrosion, and fracturing of the upper horizontal clevis of both midspar fittings on the inboard and outboard struts, and repetitive detailed visual (borescope) inspections to detect cracking, corrosion, and fracturing of the lower horizontal clevis. The alert service bulletin also describes replacement of discrepant parts with new or serviceable parts, if necessary, or rework of parts where no discrepancies are detected. The alert service bulletin specifies that, for certain airplanes, these inspections need only be accomplished on the inboard strut.

For airplanes on which any cracking, corrosion, or fracturing is detected, the replacement referenced in the alert service bulletin involves modification of the strut/wing in accordance with the following Boeing service bulletins, as applicable:

1. Boeing Alert Service Bulletin 747-54A2157, dated January 12, 1995; Revision 1, dated August 3, 1995; or Revision 2, dated November 14, 1996 (for airplanes equipped with Rolls Royce RB211 engines);

2. Boeing Alert Service Bulletin 747-54-A2158, dated November 30, 1994; Revision 1, dated August 17, 1995; or Revision 2, dated August 15, 1996 (for airplanes equipped with General Electric CFC-45/-50 or Pratt & Whitney JT9D-70 engines); and

3. Boeing Service Bulletin 747-54A2159, dated November 3, 1994; Revision 1, dated June 1, 1995, or Revision 2, dated March 14, 1996 (for airplanes equipped with Pratt & Whitney engines).

As an alternative to accomplishing the strut/wing modification, the alert service bulletin references Boeing Service Bulletin 747-54-2118, dated July 25, 1986; Revision 1, dated May 21, 1987; Revision 2, dated April 21, 1988; Revision 3, dated September 29, 1988; or Revision 4, dated May 11, 1989; as additional sources of service information for replacement of the midspar fittings with new parts.

Accomplishment of either the strut/wing modification or replacement of the midspar fittings eliminates the need for the repetitive inspections.

For airplanes on which no discrepancies are detected, Boeing Alert Service Bulletin 747-54A2179 describes procedures for rework of the upper and the lower horizontal clevis of the midspar fittings of the inboard and outboard struts, which, if accomplished on all the fastener holes, eliminates the need for the repetitive inspections. The alert service bulletin recommends that, for certain airplanes, only rework of the inboard strut need be accomplished. The rework consists of performing an eddy current inspection in accordance with the 747 Non-Destructive Testing (NDT) Manual D6-7170 (Part 6, Subject 51-00-00, Figure 19) to detect cracking of all 10 to 14 fastener hole locations (depending on fitting design), and repair, if necessary; oversizing all fastener holes and applying one coat of BMS 10-11 Type 1 primer; allowing the primer to dry; applying BMS 5-95 sealant in the holes and on the shank of the oversized fasteners; and installing the oversized fasteners wet. The alert service bulletin references Boeing Service Bulletin 747-54-2118, Revision 4, dated May 11, 1989, as an additional source of service information for the accomplishment of this rework. In addition, Boeing Service Bulletin 747-54-2118, dated July 25, 1986; Revision 1, dated May 21, 1987; Revision 2, dated April 21, 1988; Revision 3, dated

September 29, 1988; and Revision 4, dated May 11, 1989; specify certain rework limitations of the midspar fittings.

#### 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 detect and correct fatigue cracking, stress corrosion cracking, and fracturing of the inboard or outboard fittings of the midspar fitting clevis, which could result in drooping of the strut at the strut-to-wing interface, and consequent separation of the engine and strut from the airplane.

This AD requires visual inspections to detect broken sealant of the fasteners and various follow-on actions (visual inspection to detect corrosion and loose fasteners, and repair, if necessary); removal of the existing sealant; and, after the accomplishment of certain inspections required by this AD, application of specific sealant or corrosion inhibitive compound to all areas where the sealant was disturbed or removed.

This AD also requires repetitive visual inspections to detect cracking, corrosion, and fracturing of the lower horizontal clevis of the inboard and outboard strut midspar fittings, and replacement of discrepant parts with new parts, if necessary, or rework, as applicable. For certain airplanes, this AD requires that these inspections be accomplished only on the inboard strut. This action also provides for optional terminating action, which, if accomplished, constitutes terminating action for the repetitive inspections.

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.

#### Difference Between This AD and the Alert Service Bulletin

Operators should note that while Boeing Alert Service Bulletin 747-54A2179 describes rework procedures for airplanes on which no corrosion or cracking is detected, this AD specifies that rework may be accomplished on airplanes on which corrosion or cracking is within acceptable limits as specified by Figures 3 through 7 (inclusive) of Boeing Service Bulletin 747-54-2118.

Operators should also note that, unlike the alert service bulletin, this AD requires visual inspections to detect broken sealant of the fasteners and

various follow-on actions, if necessary (visual inspection to detect corrosion and loose fasteners, and repair, if necessary); removal of the existing sealant; and, after the accomplishment of certain inspections required by this AD, application of specific sealant or corrosion inhibitive compound to all areas where the sealant was disturbed or removed.

Operators should note that this AD does not require initial or repetitive ultrasonic inspections of airplanes to detect cracking and fracturing of the upper horizontal clevis of both midspar fittings on the inboard and outboard struts, as described in the alert service bulletin.

#### Interim Action

The FAA finds that, while repetitive ultrasonic inspections to detect cracking and fracturing of the upper horizontal clevis will positively address the unsafe condition addressed by this AD, the planned compliance time for the initial inspection is sufficiently long so that notice and public comment will be practicable. The FAA is, therefore, currently considering additional rulemaking to propose accomplishment of these ultrasonic inspections.

Additionally, the manufacturer has advised that it is currently developing Revision 1 of Boeing Service Bulletin 747-54A2179, which will describe rework procedures if cracking or corrosion is detected, and an alternative ultrasonic/detailed visual inspection of the lower horizontal leg. Based on the results of a final review and approval of Revision 1 of the service bulletin, the FAA may also consider approving Revision 1 of the service bulletin as an alternative method of compliance for the requirements of this AD.

#### 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-249-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:

96-25-01 Boeing: Amendment 39-9842.  
Docket 96-NM-249-AD.

*Applicability:* Model 747 series airplanes having line positions 1 through 886; equipped with Pratt & Whitney JT9D-3, -7, and -70 series engines, General Electric CF6-45/-50 series engines, or Rolls Royce RB211 series engines; certificated in any category.

Note 1: Except as described in Note 2 of this AD, 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 (h) 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.

Note 2: This AD does not apply to any airplane on which the strut midspar fittings have been modified in accordance with Boeing Service Bulletin 747-54A2157, dated November 30, 1994; Revision 1, dated August 17, 1995; or Revision 2, dated August 15, 1996; or to any airplane on which the strut/wing modification has been accomplished in accordance with the following Boeing service bulletins:

1. Boeing Alert Service Bulletin 747-54A2157, dated January 12, 1995; Revision 1, dated August 3, 1995; or Revision 2, dated November 14, 1996;

2. Boeing Alert Service Bulletin 747-54A2158, dated November 30, 1994; Revision 1, dated August 17, 1995; or Revision 2, dated August 15, 1996; or

3. Boeing Alert Service Bulletin 747-54A2159, dated November 3, 1994; Revision 1, dated June 1, 1995; or Revision 2, dated March 14, 1996.

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

To prevent drooping of the strut at the strut-to-wing interface, and consequent separation of the engine and strut from the airplane due to cracking or fracturing of the midspar fitting clevis, accomplish the following:

(a) For all airplanes: Prior to the accomplishment of each inspection required by paragraphs (b), (c), (d), and (e) of this AD, perform a visual inspection to detect any broken sealant common to the lower horizontal clevis of the inboard (for all airplanes) and the outboard (for Group 1 airplanes identified in Boeing Alert Service Bulletin 747-54A2179, dated June 27, 1996) midspar fittings, and of the fasteners, in accordance with normal maintenance practices.

(1) If no broken sealant is detected, prior to further flight, remove the existing sealant in accordance with normal maintenance practices, and perform the inspections required by paragraph (b), (c), (d), and/or (e) of this AD, as applicable, at the times specified in the applicable paragraph. Thereafter, prior to further flight following completion of each inspection required by paragraph (b), (c), (d), and/or (e) of this AD; reapply sealant to any area where the existing sealant was removed or disturbed, in accordance with Boeing 747 Maintenance Manual 51-31-01, or apply corrosion inhibitive compound BMS 3-23 in accordance with Boeing 747 BSOP 20-41-05.

(2) If any broken sealant is detected, prior to further flight, remove the existing sealant and perform a visual inspection of the fitting to detect corrosion of the fitting and check for loose fasteners by attempting to rotate them or move them upward with finger pressure.

(i) If no corrosion or loose fastener is detected, perform the inspections required by paragraph (b), (c), (d), and/or (e) of this AD, as applicable, at the times specified in the applicable paragraph. Thereafter, prior to further flight following completion of each inspection required by paragraph (b), (c), (d), and/or (e) of this AD: Reapply sealant to any area where the existing sealant was removed or disturbed, in accordance with Boeing 747 Maintenance Manual 51-31-01, or apply corrosion inhibitive compound BMS 3-23 in accordance with Boeing 747 BSOP 20-41-05.

(ii) If any corrosion or loose fastener is detected, prior to further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(b) For all airplanes: Perform a detailed visual borescope inspection to detect cracking, corrosion, and fracturing of the lower horizontal clevis of both midspar fittings of the inboard struts, in accordance with Boeing Alert Service Bulletin 747-54A2179, dated June 27, 1996, at the time specified in paragraph (b)(1), (b)(2), or (b)(3), as applicable.

(1) For Groups 1 and 6 airplanes, as identified in the alert service bulletin: Perform the inspection at the time specified in paragraph (b)(1)(i) or (b)(1)(ii), as applicable.

(i) Within 150 flight cycles or 60 days after the effective date of this AD, whichever occurs first. Or

(ii) If terminating action has been accomplished in accordance with Boeing Service Bulletin 747-54-2118, Revision 1, dated May 21, 1987; Revision 2, dated April 21, 1988; Revision 3, dated September 29, 1988; or Revision 4, dated May 11, 1989; within the last 500 flight cycles prior to the effective date of this AD: Perform the inspection required by this paragraph within 500 flight cycles or 12 months after the effective date of this AD, whichever occurs first.

(2) For Group 2, 3, and 4 airplanes, as identified in the alert service bulletin: Perform the inspection at the time specified in paragraph (b)(2)(i) or (b)(2)(ii), as applicable.

(i) Within 150 flight cycles or 60 days after the effective date of this AD, whichever occurs first. Or

(ii) If terminating action has been accomplished in accordance with Boeing Service Bulletin 747-54-2118, Revision 1, dated May 21, 1987; Revision 2, dated April 21, 1988; Revision 3, dated September 29, 1988; or Revision 4, dated May 11, 1989; within the last 1000 flight cycles prior to the effective date of this AD: Perform the inspection within 1000 flight cycles or 12 months after the effective date of this AD, whichever occurs first.

(3) For Group 5 airplanes, as identified in the alert service bulletin: Perform the inspection at the time specified in paragraph (b)(3)(i) or (b)(3)(ii), as applicable.

(i) Within 150 flight cycles or 60 days after the effective date of this AD, whichever occurs first. Or

(ii) If terminating action has been accomplished in accordance with Boeing Service Bulletin 747-54-2118, Revision 1, dated May 21, 1987; Revision 2, dated April 21, 1988; Revision 3, dated September 29, 1988; or Revision 4, dated May 11, 1989; within the last 800 flight cycles prior to the effective date of this AD: Perform the inspection within 800 flight cycles or 12 months after the effective date of this AD, whichever occurs first.

(c) For Group 1 airplanes, as identified in Boeing Alert Service Bulletin 747-54A2179: Perform a detailed visual borescope inspection to detect cracking, corrosion, and fracturing of the lower horizontal clevis of both midspar fittings of the outboard struts, in accordance with Boeing Alert Service Bulletin 747-54A2179, dated June 27, 1996, at the time specified in paragraph (c)(1) or (c)(2) of this AD, as applicable.

(1) Within 200 flight cycles or 60 days after the effective date of this AD, whichever occurs first. Or

(2) If terminating action has been accomplished in accordance with Boeing Service Bulletin 747-54-2118, Revision 1, dated May 21, 1987; Revision 2, dated April 21, 1988; Revision 3, dated September 29, 1988; or Revision 4, dated May 11, 1989; within the last 1,000 flight cycles prior to the effective date of this AD: Perform the inspection within 1,000 flight cycles or 12 months after the effective date of this AD, whichever occurs first.

(d) For all airplanes: Repeat the inspections of the inboard struts, as specified in paragraph (b) of this AD, at the time specified

in paragraph (d)(1) or (d)(2), as applicable, until the terminating action specified in paragraph (f) or (g) of this AD, as applicable, has been accomplished.

(1) For Groups 1 and 6 airplanes: Repeat the inspections at the time specified in either paragraph (d)(1)(i) or (d)(1)(ii) of this AD, as applicable.

(i) Inspect thereafter at intervals not to exceed 150 flight cycles or 3 months, whichever occurs first. Or

(ii) If the aft two fastener holes have been oversized, an eddy current inspection of the remaining holes has been performed, and fasteners have been installed wet with BMS 5-95 in accordance with Boeing Service Bulletin 747-54-2118, Revision 1, dated May 21, 1987; Revision 2, dated April 21, 1988; Revision 3, dated September 29, 1988; or Revision 4, dated May 11, 1989: Inspect thereafter at intervals not to exceed 150 flight cycles.

(2) For Groups 2, 3, 4, and 5 airplanes: Repeat the inspections at the time specified in either paragraph (d)(2)(i) or (d)(2)(ii) of this AD, as applicable.

(i) Inspect thereafter at intervals not to exceed 300 flight cycles or 6 months, whichever occurs first. Or

(ii) If the aft two fastener holes have been oversized, an eddy current inspection of the remaining holes has been performed, and fasteners have been installed wet with BMS 5-95 in accordance with Boeing Service Bulletin 747-54-2118, Revision 1, dated May 21, 1987; Revision 2, dated April 21, 1988; Revision 3, dated September 29, 1988; or Revision 4, dated May 11, 1989: Inspect thereafter at intervals not to exceed 300 flight cycles.

(e) For Group 1 airplanes: Repeat the inspection of the outboard struts, as required by paragraph (c) of this AD, at the times specified in either paragraph (e)(1) or (e)(2) of this AD, as applicable.

(1) Inspect thereafter at intervals not to exceed 300 flight cycles or 6 months, whichever occurs first. Or

(2) If the aft two fastener holes have been oversized, an eddy current inspection of the remaining holes has been performed, and fasteners have been installed wet with BMS 5-95 in accordance with Boeing Service Bulletin 747-54-2118, Revision 1, dated May 21, 1987; Revision 2, dated April 21, 1988; Revision 3, dated September 29, 1988; or Revision 4, dated May 11, 1989: Inspect thereafter at intervals not to exceed 300 flight cycles.

(f) For all airplanes: If any cracking, corrosion, or fracturing is detected during any inspection required by this AD, and it is outside the limits specified in Boeing Service Bulletin 747-54-2118, Revision 4, dated May 11, 1989: Prior to further flight, accomplish the requirements of either paragraph (f)(1) or (f)(2) of this AD. Following accomplishment of those actions, no further action is required by this AD.

(1) Accomplish the strut/wing modification specified in paragraph (f)(1)(i), (f)(1)(ii), or (f)(1)(iii) of this AD, as applicable.

(i) For airplanes equipped with Rolls Royce Model RB211 series engines: Accomplish the strut/wing modification in accordance with Boeing Alert Service Bulletin 747-54A2157,

Revision 2, dated November 14, 1996.

Accomplishment of this paragraph also terminates the requirements of AD 95-13-05, amendment 39-9285.

(ii) For airplanes equipped with General Electric Model CF6-45 or -50 series engines or Pratt & Whitney Model JT9D-70 series engines: Accomplish the strut/wing modification in accordance with Boeing Alert Service Bulletin 747-54A2158, Revision 2, dated August 15, 1996. Accomplishment of this paragraph also terminates the requirements of AD 95-13-07, amendment 39-9287.

(iii) For airplanes equipped with Pratt & Whitney Model JT9D series engines (excluding Model JT9D-70 engines): Accomplish the strut/wing modification, in accordance with Boeing Alert Service Bulletin 747-54A2159, Revision 2, dated March 14, 1996. Accomplishment of this paragraph also terminates the requirements of AD 95-10-16, amendment 39-9233.

(2) Replace the midspar fittings of the strut with new or serviceable fittings in accordance with Boeing Service Bulletin 747-54-2118, Revision 4, dated May 11, 1989.

(g) For all airplanes: If any cracking or corrosion is detected during any inspection required by this AD that is within the limits specified in Boeing Service Bulletin 747-54-2118, Revision 4, dated May 11, 1989: Prior to further flight, accomplish the requirements of either paragraph (g)(1), (g)(2), or (g)(3) of this AD.

(1) For Group 2, 3, 4, and 5 airplanes: Rework both the upper and lower horizontal clevis of the midspar fittings of each inboard strut, and for Group 1 airplanes, rework both the upper and lower horizontal clevis of the midspar fittings of each inboard and outboard strut, in accordance with Boeing Service Bulletin 747-54-2118, Revision 1, dated May 21, 1987; Revision 2, dated April 21, 1988; Revision 3, dated September 29, 1988; or Revision 4, dated May 11, 1989. Accomplishment of the requirements of this paragraph constitute terminating action for the requirements of this AD provided that the actions specified in paragraphs (g)(1)(i), (g)(1)(ii), (g)(1)(iii), and (g)(1)(iv) are also accomplished.

(i) The rework shall be accomplished on all holes of the horizontal flanges;

(ii) The rework shall include an eddy current inspection of all holes at the horizontal flanges, in accordance with Boeing Non-Destructive Testing (NDT) Manual D6-7170 Part 6, Subject 51-00-00, Figure 19.

(iii) All holes of the horizontal flanges shall be oversized and insurance cut an additional 0.0312 inch, in accordance with Boeing Service Bulletin 747-54-2118, Revision 4, dated May 11, 1989. And

(iv) One coat of BMS 10-11 Type 1 primer shall be applied to the fastener holes, and the oversized fasteners shall be installed wet with BMS 5-95 sealant, in accordance with Boeing Service Bulletin 747-54-2118, Revision 4, dated May 11, 1989.

(2) For Group 2, 3, 4, and 5 airplanes: Rework both the upper and lower horizontal clevis of the midspar fittings of each inboard strut, and for Group 1 airplanes, rework both the upper and lower horizontal clevis of the

midspair fittings of each inboard and outboard strut, in accordance with Boeing Service Bulletin 747-54-2118, dated July 25, 1986. Accomplishment of the requirements of this paragraph constitute terminating action for the requirements of this AD.

(3) Accomplish the rework (removal of cracking and corrosion) specified in Boeing Service Bulletin 747-54-2118, Revision 4, dated May 11, 1989, with the exception that eddy current inspections specified in that service bulletin must be accomplished in accordance with Boeing Non-Destructive Testing (NDT) Manual D6-7170 Part 6, Subject 51-00-00, Figure 19. Thereafter, repeat the inspections specified in paragraph

(d) or (e) of this AD, as applicable, at the time required by the applicable paragraph.

(h) 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(i) 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.

(j) Certain actions shall be done in accordance with the Boeing Alert Service Bulletins listed in the following table. The incorporation by reference of those documents was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of the dates specified in the table below:

Referenced service bulletin and date	Approval date and Federal Register citation
747-54A2157, January 12, 1995 .....	July 28, 1995 (60 FR 33333, June 28, 1995).
747-54A2158, November 30, 1994 .....	July 28, 1995 (60 FR 33336, July 28, 1995).
747-54A2159, November 3, 1994 .....	June 21, 1995 (60 FR 27008, May 22, 1995).

Certain other actions shall be done in accordance with the following Boeing service bulletins, which contain the specified effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
Alert 747-54A2179, June 27, 1996 .....	1-34 .....	( <sup>1</sup> )	June 27, 1996.
747-54A2157, Revision 1, August 3, 1995 .....	1-901 .....	1	August 3, 1995.
747-54A2157, Revision 2, November 14, 1996 .....	1-961 .....	2	November 14, 1996.
747-54A2158, Revision 1, August 17, 1995 .....	1-1,052 .....	1	August 17, 1995.
747-54A2158, Revision 2, August 15, 1996 .....	1-1,080D2 .....	August 15, 1996.	
747-54A2159, Revision 1, June 1, 1995 .....	1-1,240 .....	1	June 1, 1995.
747-54A2159, Revision 2, March 14, 1996 .....	1-1,298 .....	2	March 14, 1996.
747-54-2118, July 25, 1986 .....	1-172 .....	( <sup>1</sup> )	July 25, 1986.
Notice of Status Change, 747-54-2118 NSC 1, October 5, 1986 .....	1 .....	( <sup>1</sup> )	October 5, 1986.
747-54-2118, Revision 1, May 21, 1987 .....	1-175 .....	1	May 21, 1987.
747-54-2118, Revision 2, April 21, 1988 .....	1-5, 7-13, 17-21, 24, 30, 31, 38, 39, 48-51, 58, 59, 61, 69-72, 84, 101, 117, 134, 151, 170. ....	2	April 21, 1988.
	6, 14-16, 22, 23, 26-29, 32-37, 40-47, 52-57, 60, 62-68, 73-83, 85-100, 102-116, 118-133, 135-150, 152-169, 171-175. ....	1	May 21, 1987.
747-54-2118, Revision 3, September 29, 1988 .....	25 .....	( <sup>1</sup> )	July 25, 1986.
	1-6, 9, 10, 12, 21, 22 ....	3	September 29, 1988.
	7, 8, 13-20, 23, 24, 26-175. ....	1	May 21, 1987.
	11 .....	2	April 21, 1988.
747-54-2118, Revision 4, May 11, 1989 .....	25 .....	( <sup>1</sup> )	July 25, 1986.
	1-12, 16, 17, 21-170, 173, 174. ....	4	May 11, 1989.
	13, 18-20 .....	2	April 21, 1988.
	14, 15 .....	1	May 21, 1987.
	171, 172, 175, 176 .....	1	July 25, 1986.

<sup>1</sup> Original.

The incorporation by reference of those documents 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.

(k) This amendment becomes effective on January 2, 1997.

Issued in Renton, Washington, on November 25, 1996.

Darrell M. Pederson,

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

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