DHC–8 models	Service bulletin No.	Revision level	Date
102, 103, and 106	S.B. 8–25–89	E	July 6, 1994.
102, 103, and 106	S.B. 8–25–90	C	July 5, 1994.
102, 103, 106, 301, 311, and 314	S.B. 8–25–91	D	July 20, 1994.
301, 311, and 314	S.B. 8–25–92	E	July 20, 1994.
301, 311, and 314	S.B. 8–25–93	C	July 20, 1994.
102, 103, 106, 301, 311, and 314	S.B. 8–21–68		July 20, 1994.
102, 103, 301, 311, and 314	S.B. 8–21–66	C	March 24, 1995.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) 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 degradation of the structural capability of the airplane fuselage and sudden loss of cabin pressure due to corrosion of the airplane fuselage structure, accomplish the following:

(a) For airplanes listed in Bombardier Service Bulletin S.B. 8–21–68, dated July 20, 1994: Within one year after the effective date of this AD, accomplish the requirements of paragraphs (a)(1), and (a)(2) of this AD.

(1) Determine from the airplane modification records if any of the retrofit kits listed in the service bulletin have been installed in the airplane, in accordance with the service bulletin.

(i) If no kit has been installed, no further action is required by this paragraph.

(ii) If any kit has been installed, prior to further flight, remove any black film insulation blanket, and perform a visual inspection to detect corrosion of all airplane structure in contact with the black insulation, in accordance with the service bulletin.

(A) If any corrosion is found that is within the limits specified in the service bulletin, prior to further flight, repair in accordance with the service bulletin.

(B) If any corrosion is found that is beyond the limits specified in the service bulletin, prior to further flight, repair in accordance with a method approved by the New York Aircraft Certification Office (ACO), ANE–170, FAA Engine and Propeller Directorate.

(2) Install the AN4C aluminized (silver) film insulation in accordance with the service bulletin.

(b) Within 1 year after the effective date of this AD, accomplish the requirements of paragraph (b)(1), (b)(2), and (b)(3) of this AD, in accordance with the following Bombardier service bulletin, as applicable:

S.B. 8–25–89, Revision E, dated July 6, 1994;
S.B. 8–25–90, Revision C, dated July 5, 1994;
S.B. 8–25–91, Revision D, dated July 20, 1994;
S.B. 8–25–92, Revision E, dated July 20, 1994;
S.B. 8–25–93, Revision C, dated July 20, 1994; and
S.B. 8–21–66, Revision C, dated March 24, 1995.

(1) Remove any black Orcon film insulation from the flight compartment and forward fuselage of the airplane, the passenger compartment, the air conditioning ducts, and the delivery and recirculation ducts of the air conditioning system in the rear fuselage, in accordance with the applicable service bulletin.

(2) Perform a visual inspection to detect corrosion of all airplane structure in contact with the black insulation, in accordance with the applicable service bulletin.

(i) If any corrosion is found that is within the limits specified in the service bulletin, prior to further flight, repair in accordance with the applicable service bulletin.

(ii) If any corrosion is found that is beyond the limits specified in the service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, New York ACO.

(3) Install the AN4C aluminized (silver) film insulation in accordance with the applicable service bulletin.

(c) As of the effective date of this AD, no person shall install black Orcon film insulation, part number AN46B/AN36B, on any airplane.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

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

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on March 22, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–7550 Filed 3–27–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–204–AD]

Airworthiness Directives; McDonnell Douglas Model DC–10–10 and –15 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC–10–10 and –15 series airplanes. This proposal would require repetitive inspections to detect cracks in the bulkhead tee caps, and repair and follow-on actions, if necessary. The proposal would also provide for an optional terminating modification for the repetitive inspections. This proposal is prompted by reports of cracking in the bulkhead tee caps at a fuselage station in the area of certain longerons due to fatigue. The actions specified by the proposed AD are intended to prevent such fatigue cracking, which could result in loss of pressurization and damage to adjacent structure.

DATES: Comments must be received by May 21, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–204–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Maureen Moreland, Aerospace Engineer, Systems and Equipment Branch, ANM–120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627–5238; fax (310) 627–5210.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 95–NM–204–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–204–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On November 6, 1995, the FAA issued AD 95–23–09, Amendment 39–9429 (60 FR 61649, December 1, 1995), which is applicable to McDonnell Douglas DC–10 series airplanes and Model KC–10A (military) airplanes. That AD requires the implementation of a Structural Inspection Document (SID) program of structural inspections to detect fatigue cracking, and repair or replacement, as necessary, to ensure the continued airworthiness of these airplanes as they approach the manufacturer's original fatigue design life goal. Among other requirements, AD 95–23–09 requires inspection of the bulkhead tee cap at station Y=1156.000 under the fleet leader operator sampling criteria. [The bulkhead tee cap at station Y=1156.000 is designated as Principal Structural Elements (PSE) 53.10.041B and 53.10.042B in McDonnell Douglas Report Number L26–012, ''DC–10 Supplemental Inspection Document,'' which is referenced in AD 95–23–09 as the appropriate source of service information.] The fatigue life threshold (N_{th}) for this PSE is 31,898 landings. The sampling period for this PSE started in September 1989, and will end in June 1996. Sampling inspections are to be accomplished within that interval for airplanes in the candidate fleet that have accumulated more than 15,949 total landings(N_{th}/2).

The FAA has received several reports of cracking in the bulkhead tee caps at fuselage station Y=1156.000 (left and right sides) in the area of longerons 38 and 41.0. The cracking was found on Model DC–10–10 and –15 series airplanes that had accumulated between 56,394 and 72,931 total flight hours and between 21,629 and 26,094 total landings. Investigation revealed that the cause of such cracking has been attributed to fatigue. The FAA has determined that additional inspections of this area will ensure that fatigue cracking is detected before it reaches a critical length. Fatigue cracking, if not detected and corrected in a timely manner, could result in loss of pressurization and damage to adjacent structure.

The FAA has reviewed and approved McDonnell Douglas Service Bulletin DC10–53–168, dated August 9, 1995. The service bulletin describes procedures for repetitive eddy current and radiographic inspections to detect cracks in the bulkhead tee caps (left and right sides) between longerons 38.0 and 41.0 at fuselage station Y=1156.000, and repair and follow-on actions (i.e., repetitive inspections), if necessary.

The service bulletin also describes an optional terminating preventative modification that would eliminate the need for the repetitive inspections. The modification includes cold working fastener holes and a follow-on inspection program. Accomplishment of the preventative modification will minimize the possibility of cracks developing in the subject area of the bulkhead tee cap.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require repetitive eddy current and radiographic inspections to detect cracks in the bulkhead tee caps (left and right sides) between longerons 38.0 and 41.0 at fuselage station Y=1156.000, and repair and follow-on actions, if necessary. The proposed AD would provide for an optional terminating preventative modification that would constitute terminating action for the repetitive inspection requirements. The actions would be required to be accomplished in accordance with the service bulletin described previously.

Operators should note that, although the service bulletin specifies that the manufacturer may be contacted for disposition of certain repair conditions, this proposal would require the repair of those conditions to be accomplished in accordance with a method approved by the Manager of the Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate.

There are approximately 133 McDonnell Douglas Model DC–10–10 and –15 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 121 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 3 work hours per airplane to accomplish the proposed actions, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be $21,780, or $180 per airplane, per inspection cycle.

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

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft

regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

McDonnell Douglas: Docket 95–NM–204–AD.

Applicability: Model DC–10–10 and –15 series airplanes, as listed in McDonnell Douglas Service Bulletin DC10–53–168, dated August 9, 1995; 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 fatigue cracking, which could result in loss of pressurization and damage to adjacent structure, accomplish the following:

(a) Prior to the accumulation of 20,000 total landings, or within 1,500 landings after the effective date of this AD, whichever occurs later, perform an eddy current and radiographic inspection, as applicable, to detect cracks in the bulkhead tee caps (left and right sides) in the area of longerons 38.0 through 41.0 at fuselage station Y=1156.000, in accordance with McDonnell Douglas Service Bulletin DC10–53–168, dated August 9, 1995.

(1) If no cracks are detected, repeat the inspections thereafter at intervals not to exceed 2,600 landings until paragraph (b) of this AD is accomplished.

(2) If any crack is detected, prior to further flight, accomplish the repair specified in either paragraph (a)(2)(i) or (a)(2)(ii) of this AD.

(i) Splice in a new bulkhead tee cap section at cracked area of bulkhead tee cap in accordance with the service bulletin. Within 20,000 total landings after accomplishing this repair, perform eddy current inspections to detect cracks in accordance with the service bulletin. Repeat the inspections thereafter at intervals not to exceed 2,600 landings until paragraph (b) of this AD is accomplished. If any crack is detected, prior to further flight, repair it in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(ii) Repair in accordance with a method approved by the Manager, Los Angeles ACO, FAA, Transport Airplane Directorate.

(b) Terminating action for the repetitive inspections required by paragraphs (a)(1) and (a)(2)(ii) of this AD is as follows:

(1) Accomplish the preventative modification and eddy current open hole inspection in accordance with Condition 1 (no cracks in bulkhead tee cap), Option 2, of the service bulletin. And

(2) Within 14,450 total landings following accomplishment of the modification, perform an eddy current and radiographic inspection to detect cracks in accordance with Condition 1 (no cracks in bulkhead tee cap), Option 2, of the service bulletin.

(i) If no cracks are detected, repeat the inspections thereafter at intervals not to exceed 3,950 landings.

(ii) If any crack is detected, prior to further flight, repair it in accordance with a method approved by the Manager, Los Angeles ACO, FAA, Transport Airplane Directorate.

(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, Los Angeles 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, 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) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on March 22, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–7549 Filed 3–27–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 95–NM–208–AD]

Airworthiness Directives; Airbus Model A320–111, –211, and –231 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Airbus Model A320–111, –211, and –231 series airplanes. This proposal would require repetitive high frequency eddy current inspections to detect cracks around the fasteners of the lower forward corners of the sliding window frames, and repair, if necessary. This proposal would also require installation of a modification for each affected fastener hole, which would terminate the repetitive inspections. This proposal is prompted by the results of full-scale fatigue tests which indicated that fatigue cracking occurred on the lower forward corner of the sliding window frames at frame 4. The actions specified by the proposed AD are intended to prevent such fatigue cracking, which could result in rapid depressurization of the airplane.

DATES: Comments must be received by May 6, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–208–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Backman, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2797; fax (206) 227–1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the