

been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

Note 2: Paragraphs (a), (a)(1), (a)(1), (a)(2), and (a)(2)(i) of this AD merely restate the initial and repetitive inspections contained in paragraphs A.1. and A.2. of AD 90-20-16, amendment 39-6726. Therefore, for operators who have previously accomplished at least the initial inspection in accordance with AD 90-20-16, paragraph (a)(2)(i) of this AD requires that the next scheduled inspection be performed within 2,000 landings or within 15 months, whichever occurs first, after the last inspection performed in accordance with paragraph A.2. of AD 90-20-16.

To prevent loss of the pilot's ability to control the affected slat, which could adversely affect the controllability of the airplane, accomplish the following:

(a) For airplanes having line positions 1 through 235 inclusive: Within the next 1,200 landings or 9 months after October 23, 1990 (the effective date of AD 90-20-16, amendment 39-6726), whichever occurs first, unless accomplished within the last 800 landings or 6 months, whichever occurs later, perform a visual inspection to determine the date of manufacture of the control rods of the outboard leading edge slat of the wings, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-57-0021, dated August 25, 1988; Revision 1, dated September 14, 1989; Revision 2, dated July 26, 1990; or Revision 5, dated June 15, 1995.

(1) If the date of manufacture (stamped on the control rod) is June 1983 or later, no further action is required by this paragraph.

(2) If the date of manufacture is illegible or is prior to June 1983, accomplish paragraphs (a)(2)(i) and (a)(2)(ii) of this AD.

(i) Prior to further flight, perform an ultrasonic inspection to detect cracks of the control rods in accordance with Figure 1 of Boeing Service Bulletin 767-57-0021, dated August 25, 1988, Revision 1, dated September 14, 1989, or Revision 2, dated July 26, 1990. If any crack or fracture is detected, prior to further flight, replace it in accordance with Figure 2 of the service bulletin. Repeat the ultrasonic inspection of the control rods manufactured prior to June 1983 thereafter at intervals not to exceed 2,000 landings or 15 months, whichever occurs first, until the replacement required by paragraph (a)(2)(ii) of this AD is accomplished.

(ii) Within 3,000 flight hours or 15 months after the effective date of this AD, whichever occurs later, replace the control rod with a new rod manufactured June 1983 or later, in accordance with Boeing Service Bulletin 767-57-0021, Revision 5, dated June 15, 1995. Accomplishment of this replacement constitutes terminating action for the repetitive inspection requirement of paragraph (a)(2)(i) of this AD.

Note 3: Replacement accomplished prior to the effective date of this amendment in accordance with Boeing Service Bulletin 767-57-0021, Revision 2, dated July 26, 1990; Revision 3, dated June 20, 1991, or Revision 4, dated March 19, 1992; is

considered acceptable for compliance with paragraph (a)(2)(ii) of this AD.

(b) For airplanes having line number 1 through 264 inclusive, and 266 through 273 inclusive: Within the next 2,500 landings or 18 months after October 23, 1990 (the effective date of AD 90-20-16, amendment 39-6726, whichever occurs first, replace the control rod end and attach bolt with a new configuration control rod end and attach bolt on each wing, in accordance with Boeing Service Bulletin 767-57-0021, Revision 1, dated September 14, 1989; Revision 2, dated July 26, 1990; or Revision 5, dated June 15, 1995.

Note 4: Replacement accomplished prior to the effective date of this amendment in accordance with Boeing Service Bulletin 767-57-0021, Revision 3, dated June 20, 1991, or Revision 4, dated March 19, 1992, is considered acceptable for compliance with paragraph (b) of this AD.

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

(e) The inspections and replacements shall be done in accordance with Boeing Service Bulletin 767-57-0021, dated August 25, 1988; Boeing Service Bulletin 767-57-0021, Revision 1, dated September 14, 1989; Boeing Service Bulletin 767-57-0021, Revision 2, dated July 26, 1990; Boeing Service Bulletin 767-57-0021, Revision 3, dated June 20, 1991; Boeing Service Bulletin 767-57-0021, Revision 4, dated March 19, 1992; or Boeing Service Bulletin 767-57-0021, Revision 5, dated June 15, 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 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.

(f) This amendment becomes effective on August 13, 1996.

Issued in Renton, Washington, on June 27, 1996.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-16950 Filed 7-8-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 96-NM-134-AD; Amendment 39-9688; AD 96-14-06]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 777-200 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 777-200 series airplanes. This action requires repetitive inspections for broken lockwires on the bearing retainer nut of the pivot fittings of the horizontal stabilizer. This AD also requires eventual modification of the bearing nut retention means, which, when accomplished, terminates the repetitive inspections. This amendment is prompted by reports of broken lockwires on the bearing retainer nut of the pivot fittings of the horizontal stabilizer due to inadequate torquing of the nut. The actions specified in this AD are intended to prevent failure of the lockwires, which could result in loosening of the retainer nut for the pivot bearing of the horizontal stabilizer, and subsequent migration of the pivot bearing. This condition, if not corrected, could result in reduced controllability of the airplane.

DATES: Effective July 24, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 24, 1996.

Comments for inclusion in the Rules Docket must be received on or before September 9, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-134-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: Stan Wood, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind

Avenue, SW., Renton, Washington; telephone (206) 227-2772; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: The FAA has received reports indicating that broken lockwires were found on the bearing retainer nut of the pivot fittings (bearings) of the horizontal stabilizer on Boeing Model 777-200 series airplanes. In one of these incidents, the retainer nut on the left and right sides of the horizontal stabilizer also was loose. The lockwires may have broken and the retainer nuts may have become loose due to inadequate torquing of the nut. Failure of the lockwire could result in loosening of the retainer nut for the pivot bearing of the horizontal stabilizer. Loss of the retainer nut could result in migration of the pivot bearing. This condition, if not corrected, could result in reduced controllability of the airplane.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 777-55A0003, Revision 1, dated June 20, 1996, which describes procedures for repetitive visual inspections to detect broken lockwires on the bearing retainer nut of the pivot fittings of the horizontal stabilizer (left and right sides). The alert service bulletin also describes procedures for eventual modification of the bearing nut retention means, which, when accomplished, eliminates the need for the repetitive inspections. The modification involves removing all lockwire on the nut, tightening the nut, and installing a new nut retainer. Accomplishment of the modification will prevent rotation of the bearing retainer nut.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other Model 777-200 series airplanes of the same type design, this AD is being issued to prevent reduced controllability of the airplane due to failure of the lockwire on the bearing retainer nut of the pivot fittings of the horizontal stabilizer, loosening of the retainer nut for the pivot bearing, and subsequent migration of the pivot bearing. This AD requires repetitive visual inspections for broken lockwires on the bearing retainer nut of the pivot fittings of the horizontal stabilizer (left and right sides). This AD also requires eventual modification of the bearing nut retention means, which, when accomplished, terminates the repetitive inspections. The actions are required to be accomplished in accordance with the

alert service bulletin described previously.

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-134-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:

96-14-06 Boeing: Amendment 39-9688. Docket 96-NM-134-AD.

Applicability: Model 777-200 series airplanes; line positions 1, 3, 5, 7, 8, 9, 11, 12, 13, 15, 16, 17, 19, 20, 21, 22, and 23; 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 reduced controllability of the airplane due to failure of the lockwire on the bearing retainer nut of the pivot fittings of the horizontal stabilizer, loosening of the retainer nut for the pivot bearing, and subsequent migration of the pivot bearing, accomplish the following:

(a) Within 150 flight cycles after the effective date of this AD: Perform a visual inspection for broken lockwires on the bearing retainer nut of the pivot fittings of the horizontal stabilizer (left and right sides), in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-55A0003, Revision 1, dated June 20, 1996.

(1) If no broken lockwire is found: Repeat the inspection within 500 flight cycles following accomplishment of the initial inspection. Within 1,000 flight cycles after accomplishment of the initial inspection, modify the bearing nut retention means in accordance with Figure 3 of the alert service bulletin. Following accomplishment of the modification, no further action is required by paragraph (a) of this AD.

(2) If only one broken lockwire is found: Repeat the inspection thereafter at intervals not to exceed 150 flight cycles. Within 450 flight cycles after accomplishment of the initial inspection, modify the bearing nut retention means in accordance with Figure 3 of the alert service bulletin. Following accomplishment of the modification, no further action is required by paragraph (a) of this AD.

(3) If two broken lockwires are found: Repeat the inspection and ensure that the bearing retainer nut is tight thereafter at intervals not to exceed 10 flight cycles. Within 100 flight cycles after accomplishment of the initial inspection, modify the bearing nut retention means in accordance with Figure 3 of the alert service bulletin. Following accomplishment of the modification, no further action is required by paragraph (a) of this AD.

(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) The actions shall be done in accordance with Boeing Alert Service Bulletin 777-55A0003, Revision 1, dated June 20, 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 July 24, 1996.

Issued in Renton, Washington, on June 27, 1996.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-16949 Filed 7-8-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-132-AD; Amendment 39-9692; AD 96-14-08]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F28 Mark 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes. This action requires modification of the radio altimeter wiring circuitry associated with the Automatic Flight Control Augmentation System (AFCAS). This amendment is prompted by a report indicating that the AFCAS does not properly monitor the radio altimeter status during automatic landing operations. The actions specified in this AD are intended to prevent erroneous indications and failure of the AFCAS to properly align, flare, and retard the airplane during automatic landing operations if a single radio altimeter were to fail.

DATES: July 24, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 24, 1996.

Comments for inclusion in the Rules Docket must be received on or before September 9, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-132-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Fokker

Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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: Tim Dulin, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2141; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, recently notified the FAA that an unsafe condition may exist on certain Fokker Model F28 Mark 0100 series airplanes. The RLD advises that it has received a report indicating that the Automatic Flight Control Augmentation System (AFCAS) on these airplanes does not properly monitor the radio altimeter status during automatic landing ("LAND 2") operations. As a result, an airplane may perform a "LAND 2" operation with only one radio altimeter that is operative. If the remaining altimeter were to fail or to lose track during the "LAND 2" operation, the ALIGN, FLARE, and/or RETARD modes will not be performed, even though the annunciations for these modes would still be indicated on the Electronic Flight Instrument System (EFIS). In this case, the flight crew may accept the EFIS annunciation that these maneuvers (modes) are being executed when, in fact, those maneuvers are not taking place. This condition could result in the flight crew not being aware that the AFCAS has not properly aligned, flared, and retarded the airplane during automatic landing operations.

Explanation of Relevant Service Information

Fokker has issued Service Bulletin SBF100-34-015, Revision 2, dated November 27, 1990, which describes procedures for a modification of the radio altimeter wiring circuitry associated with the AFCAS data-control jumper. This wiring change will allow the radio altimeters to remove the data from AFCAS data bus whenever a failure is detected. As a result, "LAND 2" operation is no longer possible with only one radio altimeter operative. The RLD classified this service bulletin as mandatory and issued Netherlands airworthiness directive (BLA) 90-023, Issue 2, dated May 23, 1990, in order to assure the continued airworthiness of these airplanes in the Netherlands.