

Rules and Regulations

Federal Register

Vol. 64, No. 43

Friday, March 5, 1999

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-27-AD; Amendment 39-11059; AD 99-05-11]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model BAC 1-11 200 and 400 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to all British Aerospace Model BAC 1-11 200 and 400 series airplanes, that currently requires repetitive visual inspections to detect cracks in the flight deck canopy area, and repair, if necessary; and repetitive detailed visual and eddy current inspections to detect cracks of the top sill members at station 82.5, and replacement of cracked parts with new parts, or repair of the top sill members. This amendment continues to require detailed visual and eddy current inspections to detect cracks of the top sill members at station 82.5. This amendment also adds a requirement for a one-time inspection to determine the type of fasteners installed in certain holes of the joint strap installation, and replacement of rivets with bolts, if necessary. This amendment is prompted by the issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to detect and correct cracking in the flight deck canopy area, which could result in reduced structural integrity of the flight deck frame and adjacent fuselage structure.

DATES: Effective April 9, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 9, 1999.

The incorporation by reference of British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993, as listed in the regulations, was approved previously by the Director of the Federal Register as of April 22, 1996 (61 FR 11534, March 21, 1996).

ADDRESSES: The service information referenced in this AD may be obtained from British Aerospace, Service Support, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 96-06-07, amendment 39-9544 (61 FR 11534, March 21, 1996), which is applicable to all British Aerospace Model BAC 1-11 200 and 400 series airplanes, was published in the **Federal Register** on January 6, 1999 (64 FR 785). The action proposed to continue to require detailed visual and eddy current inspections to detect cracks of the top sill members at station 82.5, and replacement of cracked parts with new parts, or repair of the top sill members. The action also proposed to add a requirement for a one-time inspection to determine the type of fasteners installed in certain holes of the joint strap installation, and replacement of rivets with bolts, if necessary.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 42 airplanes of U.S. registry that will be affected by this AD.

The actions that are currently required by AD 96-06-07, and retained in this AD, take approximately 19 work hours per airplane to accomplish (including access and close), at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$47,880, or \$1,140 per airplane, per inspection cycle.

The new inspection that is required in this AD action will take approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the new inspection required by this AD on U.S. operators is estimated to be \$2,520, or \$60 per airplane.

Should an operator be required to accomplish the necessary replacement of rivets with bolts, it will take approximately 3 work hours per airplane to accomplish the replacement, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of any necessary replacement of rivets is estimated to be \$180 per airplane.

The cost impact figures discussed above are 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 removing amendment 39-9544 (61 FR 11534, March 21, 1996), and by adding a new airworthiness directive (AD), amendment 39-11059, to read as follows:

99-05-11 British Aerospace Airbus Limited (Formerly British Aerospace Commercial Aircraft Limited, British Aerospace Aircraft Group): Amendment 39-11059. Docket 98-NM-27-AD. Supersedes AD 96-06-07, Amendment 39-9544.

Applicability: All Model BAC 1-11 200 and 400 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (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 reduced structural integrity of the flight deck frame and adjacent fuselage structure, accomplish the following:

(a) Perform a detailed visual inspection to detect cracks of the top sill joint strap at station 82.5, of the frame at station 113, and of the frame at station 160.5 (left-hand side only) between stringers 13 and 15; and an eddy current inspection to detect cracks of the top sill members at station 82.5. Perform these inspections in accordance with British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993; Issue 4, dated August 23, 1996; or Issue 5, dated April 18, 1997; at the time specified in paragraph (a)(1) or (a)(2) of this AD, as applicable. After the effective date of this AD, only Issue 5 shall be used.

(1) For airplanes operating at a maximum cabin differential pressure not exceeding 7.5 pounds per square inch (psi): Perform the inspections at the later of the times specified in paragraphs (a)(1)(i) and (a)(1)(ii) of this AD. Thereafter, repeat these inspections at intervals not to exceed 5,000 landings or 7,500 hours time-in-service, whichever occurs first.

(i) Prior to the accumulation of 20,000 total landings. Or

(ii) Within 1,200 landings or 12 months after April 22, 1996 (the effective date of AD 96-06-07, amendment 39-9544), whichever occurs later.

(2) For airplanes operating at a maximum cabin differential pressure greater than 7.5 psi, but not exceeding 8.2 psi, including those airplanes having incorporated British Aerospace Airbus Limited Modification PM3187: Perform the inspections at the later of the times specified in paragraphs (a)(2)(i) and (a)(2)(ii) of this AD. Thereafter, repeat these inspections at intervals not to exceed 3,500 landings or 5,250 hours time-in-service, whichever occurs first.

(i) Prior to the accumulation of 14,000 total landings. Or

(ii) Within 800 landings or 12 months after April 22, 1996, whichever occurs later.

Note 2: British Aerospace Airbus Limited Modification PM3187 increases the cabin differential pressure from the normal 7.5 psi to 8.2 psi. If Modification PM3187 has been incorporated on the airplane, that airplane is considered to be subject to the requirements of paragraph (a)(2) of this AD.

(b) Concurrent with the next detailed visual inspection performed after the effective date of this AD in accordance with paragraph (a) of this AD, perform a one-time visual inspection to determine the type of fasteners installed in the two hole locations specified in Figure 2 of British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 5, dated April 18, 1997.

(1) If bolts are found installed in the two hole locations specified in Figure 2 of the alert service bulletin: Prior to further flight, remove the bolts and perform the eddy current inspection specified in paragraph (a) of this AD to detect cracking of the top sill members at station 82.5, in accordance with the alert service bulletin. Repeat the detailed visual and eddy current inspections thereafter as specified in paragraph (a)(1) or (a)(2) of this AD, as applicable; in accordance with the alert service bulletin.

(i) If no cracking is detected, prior to further flight, reinstall the bolts.

(ii) If any cracking is detected, prior to further flight, repair in accordance with paragraph (c) of this AD, and reinstall the bolts.

(2) If rivets are found installed in the two hole locations specified in Figure 2 of the alert service bulletin: Prior to further flight, remove the rivets, and perform the eddy current inspection specified in paragraph (a) of this AD to detect cracking of the top sill members at station 82.5, in accordance with the alert service bulletin. Repeat the detailed visual and eddy current inspections thereafter as specified in paragraph (a)(1) or (a)(2) of this AD, as applicable; in accordance with the alert service bulletin.

(i) If no cracking is detected, prior to further flight, oversize the holes specified in Figure 2 of the alert service bulletin, and install bolts in place of the rivets.

(ii) If any cracking is detected, prior to further flight, repair in accordance with paragraph (c) of this AD, oversize the holes specified in Figure 2 of the alert service bulletin, and install bolts in place of the rivets.

Note 3: As specified in British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 4, dated August 23, 1996, and Issue 5, dated April 18, 1997, the procedures for the eddy current inspection necessitate removal of the bolts from the holes specified in Figure 2 of the alert service bulletin.

(c) If any crack is found during any inspection required by paragraph (a) or (b) of this AD, prior to further flight, accomplish the requirements of paragraph (c)(1), (c)(2), or (c)(3) of this AD, as applicable.

(1) For cracking of the joint strap, doubler, or angle at the sill joint at station 82.5: Replace the cracked part with a new part in accordance with British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993; Issue 4, dated August 23, 1996; or Issue 5, dated April 18, 1997. After the effective date of this AD, only Issue 5 shall be used.

(2) For cracking of the frame at station 113: Repair in accordance with a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, or the Civil Aviation Authority (or its delegated agent).

(3) For cracking of the frame at station 160.5: Repair in accordance with the Structural Repair Manual, as specified in British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993; Issue 4, dated August 23, 1996; or Issue 5, dated April 18, 1997. After the effective date of this AD, only Issue 5 shall be used.

Alternative Methods of Compliance

(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, International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(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.

Incorporation by Reference

(f) The inspections, removal, and replacement shall be done in accordance with British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993; British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 4, dated August 23, 1996; or British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 5, dated April 18, 1997.

(1) The incorporation by reference of British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 4, dated August 23, 1996; and British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 5, dated April 18, 1997, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993, as listed in the regulations, was approved previously by the Director of the Federal Register as of April 22, 1996 (61 FR 11534, March 21, 1996).

(3) Copies may be obtained from British Aerospace, Service Support, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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.

(g) This amendment becomes effective on April 9, 1999.

Issued in Renton, Washington, on February 23, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-5041 Filed 3-4-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-12-AD; Amendment 39-11058; AD 99-05-10]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 757 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 757 series airplanes, that requires revising the maintenance program to require verification that a certain shipping container and shipping sleeve assembly were used in shipping the ram air turbine (RAT) deployment actuator. This amendment also requires inspection of the identification plate on the RAT deployment actuator to determine the actuator serial numbers or a records check to determine such information; and repair or replacement of certain RAT deployment actuators, if necessary. This amendment is prompted by reports of certain RAT actuators that failed to deploy upon command due to interference in the actuator locking mechanism caused by damage incurred during shipping of the actuators. Failure of the RAT to deploy, specifically during a dual engine failure, would result in loss of hydraulic power and would adversely affect the continued safe flight and landing of the airplane.

DATES: Effective April 9, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 9, 1999.

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: Sheila I. Mariano, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2675; fax (425) 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 757 series airplanes was published as a supplemental notice of proposed rulemaking (NPRM) in the **Federal Register** on October 27, 1997 (62 FR 55540). That action proposed to require revising the FAA-approved maintenance program to require verification that a certain shipping container and shipping sleeve assembly

were used in shipping the ram air turbine (RAT) deployment actuator. That action also proposed to require an inspection of the identification plate on the RAT deployment actuator to determine the actuator serial numbers, and repair or replacement of certain RAT deployment actuators, if necessary.

Comment Received

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

Request To Reference Airplane Maintenance Manual

One commenter requests that the FAA revise paragraph (a) of the proposed AD to allow operators to accomplish the proposed inspection in accordance with the Boeing 757 Airplane Maintenance Manual (AMM). The commenter states that Boeing has revised the AMM to include the procedures specified in Arkwin Industries Service Bulletins 1211233-29-21-4 and 1211233-29-21-3 (which are referenced in the proposed AD as the appropriate sources of service information).

The FAA does not concur. Because AMM's are not FAA-approved and the procedures specified in AMM's vary from operator to operator, there are no assurances that each operator's AMM contains the identical actions required by this AD. The subject inspection must be incorporated into an FAA-approved maintenance program to satisfy the requirements of this AD. Therefore, the FAA finds that no change to the final rule is necessary.

Request To Revise Certain Service Bulletin Revisions

One commenter requests that the FAA require Arkwin Industries, Inc. (the manufacturer of the subject RAT deployment actuator assemblies), to revise Revisions 2 and 3 of Service Bulletin 1211233-29-21-3 to include a detailed step-by-step procedure on how to accomplish the proposed modification. (Service Bulletin 1211-233-29-21-3 is referenced in the proposed AD as the appropriate source of service information for accomplishment of the proposed modification.) The commenter states that **Note 3** of the proposed AD states that " * * * any FAA-approved facility may modify the unit, provided that it has the appropriate equipment to successfully modify and test the unit. * * * " However, Revisions 2 and 3 of the referenced service bulletin do not contain any instructions for modification of the RAT actuator, and