

postcard on which the following statement is made: "Comments to Docket Number 95-NM-130-AD." The postcard will be date stamped and returned to the commenter.

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, 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 USC 106(g), 40101, 40113, 44701.

##### § 39.13 [Amended]

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

**95-15-52 Boeing:** Amendment 39-9335. Docket 95-NM-130-AD.

**Applicability:** Model 747-100 series airplanes modified in accordance with Supplemental Type Certificates (STC) SA2322SO, SA2323SO, or SA5199NM; and Model 747-200 series airplanes modified in

accordance with STC's SA4227NM-D or SA5759NM; 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 use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

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

To prevent structural failure of the longitudinal floor beams and keel beam and the subsequent rupture of the fuselage, accomplish the following:

(a) Within 24 clock hours (not flight hours) after the effective date of this AD, revise the Limitations section of the FAA-approved Airplane Flight Manual (AFM) and the Limitations section of the Airplane Weight and Balance Supplement (Model 747-100 or -200 series airplanes) to include the following information. This may be accomplished by inserting a copy of this AD in the AFM.

"1.1 MAIN CARGO DECK LIMITS (ADDITION):

Each of the following payload limits for pallet cargo apply to the main cargo deck floor between Body Stations 1265 and 1480.

**Note:** These limits take precedence over any other payload limits that may appear elsewhere in this or in any other document.

1. Do not exceed a linear load of 96.0 pounds per inch between Body Stations 1265 and 1480.

2. The maximum local floor loading in any area located between Body Stations 1265 and 1480 shall not exceed 150 pounds per square foot.

3. The cargo pallets that are located entirely or partially between Body Stations 1265 and 1480 are restricted as follows:

A. Pallets that are 96.0 inches in width and 125.0 inches in length shall not exceed a 1.0 g loading of 6,000 pounds.

B. Pallets that are 88.0 inches in width and 125.0 inches in length shall not exceed a 1.0 g loading of 5,500 pounds.

C. Pallets that are 88.0 inches in width and 108.0 inches in length shall not exceed a 1.0 g loading of 4,800 pounds."

(b) Accomplishment of a modification of the longitudinal floor beams in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, constitutes terminating action for the limitation requirements of paragraph (a) of this AD. The AFM limitation and Weight and

Balance Supplement limitation may be removed following accomplishment of such a modification.

(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 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.

(d) This amendment becomes effective on August 25, 1995, to all persons except those persons to whom it was made immediately effective by telegraphic AD T95-15-52, issued on July 14, 1995, which contained the requirements of this amendment.

Issued in Renton, Washington, on August 3, 1995.

**Darrell M. Pederson,**

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

[FR Doc. 95-19653 Filed 8-9-95; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 94-NM-116-AD; Amendment 39-9331; AD 95-17-02]

#### Airworthiness Directives; Fokker Model F28 Mk 0100 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 Mk 0100 series airplanes, that requires the installation of modified Passenger Service Unit (PSU) panel lenses, a one-time installation inspection to detect corrosion or deterioration of the PSU connectors, correction of discrepancies, and application of sealant. This amendment is prompted by reports that "No Smoking" and "Fasten Seat Belt" signs installed in certain overhead PSU's are not readable from passengers' and flight attendants' seats. This amendment is also prompted by reports of smoke in the passenger cabin caused by overheating of the PSU connectors. The actions specified by this AD are intended to ensure that warning signs are readable to passengers and flight attendants, and to eliminate a potential fire hazard.

**DATES:** Effective September 11, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 11, 1995.

**ADDRESSES:** 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 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:** Mark Quam, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2145; fax (206) 227-1149.

**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 Fokker Model F28 Mk 0100 series airplanes was published in the **Federal Register** on March 30, 1995 (60 FR 16390). That action proposed to require the installation of modified Passenger Service Unit (PSU) panel lenses. That action also proposed to require a one-time post-installation inspection to detect corrosion or deterioration of the PSU connectors, and correction of discrepancies, and application of sealant.

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

One commenter supports the proposal.

One commenter requests that the proposed action be issued as two separate AD's: one to require replacement of the lenses, and the other to require the one-time inspection for corrosion. As justification for this request, the commenter points out that each of these requirements affects a different group of airplanes, and the respective service bulletins recommend different compliance times for accomplishing each of the actions. Further, this commenter, a U.S. operator, states that the proposed requirement to inspect airplanes immediately after the installation of the new panel lenses would ground airplanes on which the installation had been accomplished prior to the effective date of the final rule. For example, this operator states that it has already accomplished the proposed installation of new lenses on 23 of its affected airplanes; however, because the compliance time for the inspection

[required by proposed paragraph (b)] would be "prior to further flight after accomplishing the installation [of the new panel lenses]," this operator would be required to immediately conduct the corrosion inspection of these airplanes. This situation would effectively ground this operator's airplanes until the inspection was conducted. By separating the proposal into two AD's, each with an appropriate and separate compliance time, operators would be alleviated from having to ground airplanes in order to immediately inspect airplanes that have had the new lenses installed at a previous time.

The FAA does not concur with the commenter's request that the action be issued as two separate rules. The FAA combined the two actions into one proposed rule since both of the referenced service bulletins applied to the same item (the PSU). By requiring both actions to be conducted concurrently, it was the FAA's intent to save the affected operators from the expenses associated with having to access the PSU twice; that is, one time for the lens installation and another time for the inspection. Because of such costs, the FAA did not anticipate that operators would want to conduct these two actions independently. However, the FAA now recognizes the problems that operators could encounter when trying to comply with the proposed requirements as currently written. In light of the information provided by the commenter, the FAA finds no reason why the two actions cannot be conducted at separate times. Accordingly, the FAA has retained both actions in this single final rule, but has revised the final rule to provide for a compliance time of 9 months for the accomplishment of both actions. Additionally, the final rule has been revised to indicate that only affected airplanes (i.e., those listed in the effectivity listing of the respective service bulletin) will be required to accomplish each of the actions.

This same commenter requests that the proposed compliance time for the corrosion inspection be extended since there may be a problem in obtaining parts for necessary repairs. Specifically, this commenter points out that a portion of the repair procedures would require installation of gaskets in two electrical receptacles in the PSU. The commenter states that the manufacturer of these gaskets has not yet ordered the raw stock in order to fabricate the gaskets and does not have a projected date for the fabrication of the gaskets; therefore, that manufacturer cannot offer a delivery schedule for the parts required for the repair. This situation would put

affected operators at a disadvantage when attempting to comply with the repair requirements of the proposed rule.

The FAA does not concur that an extension of the compliance time for inspection is warranted. The FAA has contacted the manufacturer of the gaskets to determine if a parts availability problem would exist with respect to meeting the compliance time of this rulemaking action. The manufacturer advised that the gaskets come as part of a kit, and it currently has 600 of these kits on hand. It can provide additional kits upon request within 9 weeks of receiving an order. Based on this information, the FAA finds that ample repair parts will be available to operators within the 9-month compliance time of this final rule; therefore, an extension of the compliance time is not appropriate.

This same commenter requests that proposed paragraph (c) be clarified. The commenter points out that, as currently written, paragraph (c) would prohibit the installation of any PSU with the part numbers (P/N) "10-1178-()" or "10-1571-()" on any affected airplane. The notation "-()" in this case indicates that any number(s) could be added as the last "dash number" of these P/N's, but regardless of that dash number, the part could not be installed. The commenter points out that this is misleading. The commenter states that some of the modified PSU's that would be required to be installed by paragraph (a) do not have totally different part numbers; some retain the first six numbers of the original P/N, but have different "dash numbers" added to the end of it. For example, P/N 10-1178-40 is an unmodified part that cannot be installed; its modified counterpart is P/N 10-1178-59 and is permitted to be installed. As is evident in this example, the first six numbers of both of these P/N's are the same; only the last two "dash numbers" are different. However, as paragraph (c) is proposed, neither of these parts would be permitted to be installed on an airplane, since that paragraph states that all P/N's with "10-1178-" as the first six numbers cannot be installed.

The FAA concurs that clarification is necessary. The FAA has revised the final rule to call out the specific part numbers of those parts that are not eligible for installation, and to specify the location where these parts may not be installed.

This same commenter considers that the economic information provided in the preamble to the proposal is understated, and that the associated costs are much greater than what the

FAA described. The FAA concurs that the economic information should be updated to provide a more accurate accounting of associated costs. The FAA based its previous analysis on the best data that were available at the time the proposal was developed. Since that time, the FAA has obtained more accurate figures and has revised the economic impact information, below, accordingly.

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

The FAA estimates that 83 airplanes of U.S. registry will be affected by this AD.

Installation of the modified PSU panel lenses requires approximately 22 work hours per airplane to accomplish, at an average labor cost of \$60 per work hour. Required parts are estimated to cost \$1,126 per airplane. Based on these figures, the total cost impact of the installation requirement of this AD on U.S. operators is estimated to be \$203,018, or \$2,446 per airplane.

The one-time inspection for corrosion requires approximately 5 work hours per airplane to accomplish, at an average labor cost of \$60 per work hour. Based on these figures, the total cost impact of the inspection requirement of this AD on U.S. operators is estimated to be \$24,900, or \$300 per airplane.

Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$227,918, or \$2,746 per airplane. This total cost impact figure is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. However, the FAA has been advised that the installation of modified PSU panel lenses has been accomplished on at least 23 of the affected airplanes; therefore, the future total cost impact of this AD is now \$171,660.

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

##### § 39.13 [Amended]

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

**95-17-02 Fokker:** Amendment 39-9331. Docket 94-NM-116-AD.

**Applicability:** Model F28 Mk 0100 series airplanes; equipped with Grimes Aerospace Passenger Service Units having part number (P/N) 10-1178-() or P/N 10-1571-(); 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 use the authority provided in paragraph (d) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition

addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

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

To ensure that warning signs are readable to passengers and flight attendants, and to eliminate a potential fire hazard, accomplish the following:

(a) For airplanes listed in Fokker Service Bulletin SBF100-25-061, dated March 8, 1994 (as corrected by Fokker Service Bulletin Change Notification SBF100-25-061/02, dated June 20, 1994): Within 9 months after the effective date of this AD, install modified Passenger Service Unit (PSU) panel lenses in accordance with that service bulletin.

(b) For airplanes listed in Fokker Service Bulletin SBF100-25-068, dated March 31, 1994: Within 9 months after the effective date of this AD, perform a one-time inspection to detect corrosion and/or deterioration of the PSU connector, in accordance with that service bulletin. Prior to further flight, correct any discrepancies detected and apply sealant in accordance with the service bulletin.

(c) As of the effective date of this AD, no person shall install on any airplane a Grimes Aerospace PSU having the following part numbers (P/N):

(1) For PSU's located in the passenger compartment, except for the PSU panels at the last but one aft position on the left- and right-hand row (i.e., all except the second to the last row): P/N 10-1178-31 through -42, inclusive, must not be installed.

(2) For PSU's located in the passenger compartment at the last but one position at the left- and right-hand row (i.e., the second to the last row) only: P/N 10-1178-() must not be installed.

(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, Standardization Branch, ANM-113, FAA, Transport Aircraft Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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.

(f) The installation shall be done in accordance with Fokker Service Bulletin SBF100-25-061, dated March 8, 1994 (as corrected by Fokker Service Bulletin Change Notification SBF100-25-061/02, dated June 20, 1994). The inspection and correction of discrepancies shall be done in accordance with Fokker Service Bulletin SBF100-25-068, dated March 31, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR

part 51. Copies may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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 September 11, 1995.

Issued in Renton, Washington, on July 28, 1995.

**Darrell M. Pederson,**

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

[FR Doc. 95-19121 Filed 8-9-95; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 95-NM-132-AD; Amendment 39-9332; AD 95-17-03]

#### **Airworthiness Directives; Lockheed Model L-1011-385 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to all Lockheed Model L-1011 series airplanes, that currently requires a visual inspection to detect cracks of the forward or aft side of the aft pressure bulkhead, and repair, if necessary. This amendment requires various inspections to detect cracks or other discrepancies of the aft pressure bulkhead, and repair, if necessary. This amendment is prompted by a recent report of in-flight loss of cabin pressure on a Model L-1011-385 series airplane due to a rupture of the aft pressure bulkhead as a result of fatigue-related cracking. The actions specified in this AD are intended to prevent such fatigue cracking, which could result in rupture of the aft pressure bulkhead and subsequent depressurization of the cabin.

**DATES:** Effective August 25, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 25, 1995.

Comments for inclusion in the Rules Docket must be received on or before October 25, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-132-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Lockheed Aeronautical Systems Support Company, Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:**

Thomas B. Peters, Aerospace Engineer, Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7367; fax (404) 305-7348.

**SUPPLEMENTARY INFORMATION:** On January 16, 1990, the FAA issued AD 90-03-11, amendment 39-6492 (55 FR 2639, January 26, 1990), applicable to all Lockheed Model L-1011 series airplanes, to require a one-time visual inspection to detect cracks of the forward or aft side of the aft pressure bulkhead, and repair, if necessary. That action was prompted by a report of loss of cabin pressure in the aft pressure bulkhead, which resulted in a rupture of a single gore panel. The actions required by that AD are intended to prevent structural failure of the aft pressure bulkhead.

Since the issuance of that AD, the FAA has received a report of loss of cabin pressure on a Model L-1011-385 series airplane, which occurred while the airplane was cruising at 31,000 feet. Investigation revealed a 4-inch long crack that was oriented in a circumferential direction in the gore panel of the aft pressure bulkhead located at the inner edge of the 6-inch doubler. The crack ruptured rapidly until it was stopped by the anti-tear strap. The cause of the cracking has been attributed to fatigue. The airplane had accumulated 35,810 total flight hours and 19,688 total flight cycles. Fatigue-related cracking in the aft pressure bulkhead, if not detected and corrected in a timely manner, could result in rupture of the aft pressure bulkhead and subsequent depressurization of the cabin.

This recent incident is similar to the incident that occurred in 1989, which prompted the issuance of AD 90-30-11 to require a one-time visual inspection to detect cracks of the aft pressure

bulkhead. The FAA finds that repetitive non-destructive inspections of the affected airplanes are necessary in order to ensure that the unsafe condition presented by fatigue cracking is corrected, and to provide an acceptable level of safety.

The FAA has reviewed and approved Lockheed L-1011 Service Bulletin 093-53-258, dated February 20, 1990, which describes procedures for:

1. Performing a visual inspection to detect cracks or other discrepancies (including oil can buckles) of the upper gore panels from either the forward side or the aft side of the aft pressure bulkhead;

2. Performing an eddy current inspection to detect cracks of the aft left-hand side and the forward right-hand side of the aft pressure bulkhead; and

3. Repair of gore panels, if any crack or discrepancy is detected.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of this same type design, this AD supersedes AD 90-03-11 to require repetitive inspections to detect cracks or other discrepancies (including oil can buckles) of the upper gore panels from either the forward side or the aft side of the aft pressure bulkhead, and various follow-on inspections. This AD also requires an eddy current inspection to detect cracks of the aft left-hand side and the forward right-hand side of the aft pressure bulkhead. The actions would be required to be accomplished in accordance with the service bulletin described previously. If any crack or discrepancy is detected, a repair would be required to be accomplished in accordance with a method approved by the FAA.

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