## PART 39—AIRWORTHINESS DIRECTIVES

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

Authority: 49 USC 106(g), 40113, 44701.

**§ 39.13 [Amended]**

2. Section 39.13 is amended by removing amendment 39–8468 (58 FR 5574, January 22, 1993), and by adding a new airworthiness directive (AD), to read as follows:

Boeing: Docket 95–NM–222–AD. Revises AD 93–01–14, Amendment 39–8468.

*Applicability:* All Model 727 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 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 (j) 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 an airplane from landing with one main landing gear (MLG) partially extended due to loose attach fitting bolts, accomplish the following:

(a) Within the next 1,500 flight cycles after October 15, 1991 (the effective date of AD 91–15–14, amendment 39–7078), inspect to detect loose attach fitting bolts of the door actuator of the MLG in accordance with paragraph III., Accomplishment Instructions, of Boeing Service Bulletin 727–32–0383, dated December 6, 1990.

(b) If any loose bolt is detected during the inspection required by paragraph (a) of this AD, prior to further flight, accomplish either Figure 1 or 2 of Boeing Service Bulletin 727–32–0383, dated December 6, 1990.

(c) For airplanes that have accomplished the actions required by paragraph (a) of this AD prior to February 23, 1993 (the effective date of AD 93–01–14, amendment 39–8468): Prior to the accumulation of 3,700 flight cycles after accomplishing the inspection or replacement required by paragraphs (a) and (b) of this AD, or within 3 years after February 23, 1993, whichever occurs earlier, inspect to ensure that serrations of the attach fitting of the door actuator of the MLG are fully mated, and to detect loose attach fitting bolts of the door actuator of the MLG; in accordance with paragraph III., Accomplishment Instructions, of Boeing Service Bulletin 727–32–0383, Revision 1, dated January 30, 1992. Repeat this inspection thereafter at intervals not to exceed 3,700 flight cycles or 3 years after the immediately preceding inspection, whichever occurs earlier.

(d) If serrations are not fully mated, or if any loose bolt is detected during the inspections required by paragraph (c) of this AD, prior to further flight, accomplish either Figure 1 or Figure 2 of Boeing Service Bulletin 727–32–0383, dated December 6, 1990; or Revision 1, dated January 30, 1992.

(1) If Figure 1 of either service bulletin is accomplished, repeat the inspection required by paragraph (c) of this AD at intervals not to exceed 3,700 flight cycles or 3 years after the immediately preceding inspection, whichever occurs earlier.

(2) Accomplishment of Figure 2 of Revision 1 of the service bulletin (for all bolts); or accomplishment of Figure 2 of the service bulletin dated December 6, 1990 (for bolts 1 and 2) and accomplishment of a torque check of bolt 3 in accordance with Revision 1 of the service bulletin; constitutes terminating action for the inspection requirements of paragraph (c) of this AD.

(e) For airplanes on which the inspections required by paragraph (a) of this AD prior to February 23, 1993 (the effective date of AD 93–01–14, amendment 39–8468) have not previously accomplished the actions: Prior to the accumulation of 1,500 flight cycles after February 23, 1993, or within 18 months after February 23, 1993, whichever occurs earlier, inspect to ensure that serrations of the attach fitting bolts of the door actuator of the MLG are fully mated, and to detect loose attach fitting bolts; in accordance with paragraph III., Accomplishment Instructions, of Boeing Service Bulletin 727–32–0383, Revision 1, dated January 30, 1992. Repeat this inspection thereafter at intervals not to exceed 3,700 flight cycles or 3 years after the immediately preceding inspection, whichever occurs earlier;

(f) If serrations are not fully mated, or if any loose bolt is detected during the inspections required by paragraph (e) of this AD, prior to further flight, accomplish either Figure 1 or Figure 2 of Boeing Service Bulletin 727–32–0383, Revision 1, dated January 30, 1992.

(1) If Figure 1 of the service bulletin is accomplished, repeat the inspection required by paragraph (e) of this AD at intervals not to exceed 3,700 flight cycles or 3 years after the immediately preceding inspection, whichever occurs earlier.

(2) Accomplishment of Figure 2 of the service bulletin constitutes terminating action for the inspection requirements of paragraph (e) of this AD.

(g) Accomplishment of the actions specified in either paragraphs (g)(1) or (g)(2) of this AD constitutes terminating action for all of the requirements of this AD.

(1) Replace the currently installed aluminum rib fitting with a new steel rib fitting in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995. Or

(2) Modify the rib fitting assembly in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995, and accomplish the follow-on actions specified in Figure 4 of the alert service bulletin.

(h) As of the effective date of this AD, no person shall install an aluminum rib fitting on any airplane unless that fitting has been previously modified in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995.

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

(j) 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.

Issued in Renton, Washington, on March 26, 1996.

Darrell M. Pederson,

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

[FR Doc. 96–7856 Filed 3–29–96; 8:45 am]

BILLING CODE 4910–13–U

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## 14 CFR Part 39

**[Docket No. 95–NM–223–AD]**

## Airworthiness Directives; Boeing Model 727 Series Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the supersedure of an existing airworthiness directive (AD), applicable to all Boeing Model 727 series airplanes, that currently requires inspections to detect cracking of the actuator rib fitting of the inboard door of the main landing gear (MLG); and rework or replacement of any cracked fitting. That action was prompted by reports that the MLG failed to extend for a landing due to a fractured rib fitting. This action would require inspections to detect cracking in an expanded area of the actuator rib fitting, and various follow-on actions. This action is prompted by a report of a fractured rib fitting that had been reworked in accordance with the existing AD. The actions specified by the proposed AD are intended to prevent damage to the airplane caused by a failure of the landing gear to extend due to a fractured rib fitting.

**DATES:** Comments must be received by May 9, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation

Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–223–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 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.

**FOR FURTHER INFORMATION CONTACT:** Walter Sippel, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227–2774; fax (206) 227–1181.

**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–223–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–223–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On December 15, 1989, the FAA issued AD 90–02–19, amendment 39–6433 (55 FR 601, January 8, 1990), applicable to all Boeing Model 727 series airplanes, to require inspections to detect cracking of the actuator rib fitting of the inboard door of the main landing gear (MLG); and rework or replacement of any cracked fitting with a reworked or new fitting. That action was prompted by an incident in which the actuator rib fitting of the MLG door on a Model 727 series airplane fractured and, consequently, the left MLG of the airplane failed to extend for landing. The requirements of that AD are intended to prevent damage to the airplane caused by a failure of the landing gear to extend due to a fractured rib fitting.

Additionally, on January 11, 1993, the FAA issued AD 93–01–14, amendment 39–8468 (58 FR 5574, January 22, 1993). That AD requires inspections to detect loose attach fitting bolts of the door actuator of the MLG, inspections to determine whether serrations are fully mated, and various follow-on corrective actions. The requirements of that AD are intended to prevent landing with one MLG partially extended.

Since the issuance of those AD's, the FAA has received an additional report of an MLG on a Model 727 series airplane failing to extend for landing, due to a fractured rib fitting. The broken rib fitting caused the MLG door and MLG to retract improperly (out of sequence), which led to the MLG jamming against the MLG door. That airplane had accumulated 34,038 flight hours and 22,776 landings. The fitting on that airplane had been reworked in accordance with the requirements of AD 90–02–19; no follow-on inspections of the fitting were required by that AD. Further, the area of inspection specified by AD 90–02–19 did not include the area of the fitting in which this most recent incident of cracking was found.

The FAA has reviewed and approved Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995. This alert service bulletin describes procedures for:

1. Either a high frequency eddy current or dye penetrant inspection to detect cracking in an expanded area of the actuator rib fitting of the MLG.

2. Modification of the rib fitting assembly, which includes changing the existing 0.250-inch radius to a 0.42-inch radius, and repetitive high frequency eddy current or dye penetrant inspections, for findings of no cracking. The modification also includes installing new shims, nuts, bolts, lockwires, and cotter pins, as well as establishing new torque requirements. Accomplishment of this modification and follow-on actions eliminates the need for all of the inspections required by AD 93–01–14.

3. Replacement of the currently installed aluminum rib fitting with a new steel rib fitting when cracking is found. Accomplishment of this replacement eliminates the need for all of the inspections required by AD 93–01–14.

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 supersede AD 90–02–19 to require either a high frequency eddy current or dye penetrant inspection to detect cracking in an expanded area of the actuator rib fitting of the MLG, and various follow-on actions.

This proposed AD would also require modification of the rib fitting assembly, and either repetitive high frequency eddy current or dye penetrant inspections for cases in which no cracking is found. Such modification and repetitive inspections would terminate the requirements of AD 93–01–14.

This proposed AD would also require replacement of the currently installed aluminum rib fitting with a new steel rib fitting for findings of cracking. Such replacement would terminate the proposed requirement to inspect the fitting repetitively and would terminate the requirements of AD 93–01–14. The FAA is currently proposing, in a separate rulemaking action (reference Docket 95–NM–222–AD), to revise AD 93–01–14 to include this optional terminating action for the requirements of that AD.

The actions proposed by this AD would be required to be accomplished in accordance with the alert service bulletin described previously.

The FAA is not proposing to mandate replacement of the currently installed aluminum rib fittings that are not cracked. The FAA finds that modification of rib fitting assembly and follow-on actions will preclude fractured rib fittings of the MLG.

There are approximately 1,631 Boeing Model 727 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 1,166 airplanes of U.S. registry would be affected by this proposed AD.

The new actions that are proposed in this AD action would take approximately 10 work hours per

airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact on U.S. operators of the proposed requirements of this AD is estimated to be $699,600, or $600 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or 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 USC 106(g), 40113, 44701.

### § 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–6433 (55 FR 601, January 8, 1990), and by adding a new airworthiness directive (AD), to read as follows:

Boeing: Docket 95–NM–223–AD. Supersedes AD 90–02–19, Amendment 39–6433.

*Applicability:* All Model 727 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 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 (f) 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 failure of the main landing gear (MLG) to extend for landing and subsequent damage to the airplane, accomplish the following:

(a) Perform either a high frequency eddy current or dye penetrant inspection to detect cracking of the actuator rib fitting of the MLG in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995, at the later of the times specified in either paragraph (a)(1) or (a)(2) of this AD.

(1) Prior to the accumulation of 20,000 total flight cycles; or

(2) Prior to the accumulation of 1,000 flight cycles after the effective date of this AD, or within 2,500 flight cycles after the immediately preceding inspection performed in accordance with AD 90–02–19, amendment 39–6433, whichever occurs earlier.

(b) If no cracking is detected during the inspection required by paragraph (a) of this AD, prior to further flight, modify the rib fitting assembly in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995. Within 7,500 flight cycles after accomplishing this modification, perform either a high frequency eddy current or dye penetrant inspection to detect cracking of the modified actuator rib fitting of the MLG in accordance with the alert service bulletin. Repeat the inspection thereafter at intervals not to exceed 2,500 flight cycles, until the fitting is replaced in accordance with paragraph (d) of this AD.

(c) If any cracking is detected during the inspections required by either paragraph (a) or (b) of this AD, prior to further flight, replace the currently installed aluminum rib fitting with a new steel rib fitting, in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995. Such replacement constitutes terminating action for the requirements of this AD.

(d) Replacement of the currently installed aluminum rib fitting with a new steel rib fitting in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995, constitutes terminating action for the requirements of this AD.

(e) As of the effective date of this AD, no person shall install an aluminum rib fitting on any airplane unless that fitting has been previously modified in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995.

(f) 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.

(g) 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 26, 1996.

Darrell M. Pederson,

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

[FR Doc. 96–7855 Filed 3–29–96; 8:45 am]

**BILLING CODE 4910–13–P**

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### 14 CFR Part 39

**[Docket No. 95–NM–151–AD]**

## Airworthiness Directives; Fokker Model F28 Series Airplanes (Excluding Fokker Model F28 Mark 0100 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 Fokker Model F28 series airplanes. This proposal would require replacement of certain junction fittings of the horizontal stabilizer with improved fittings. For certain airplanes, the proposal also would require replacement of the drive-fitting bushings and bolts of the horizontal stabilizer with improved bushings and bolts. This proposal is prompted by reports of stress corrosion cracking in a junction fitting lug of the horizontal stabilizer. The actions specified by the proposed AD are intended to prevent such cracking, which could result in failure of a lug and uncommanded movement of the horizontal stabilizer. This condition, if not corrected, could result in reduced controllability of the airplane.