

§ 39.13 [Amended]

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

Boeing: Docket 96-NM-71-AD.

Applicability: Model 747-200, -300, and -400 series airplanes, up to and including line number 744, 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 (e) 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 the leakage of fuel into the forward cargo bay through fatigue cracks in the front spar web, which could result in a potential fire hazard, accomplish the following:

(a) Perform a high frequency eddy current (HFEC) inspection to detect cracking of the front spar web of the center section of the wing, in accordance with Boeing Alert Service Bulletin 747-57A2298, Revision 1, dated September 12, 1996, at the time specified in paragraph (a)(1) or (a)(2) of this AD, as applicable.

(1) For airplanes that have accumulated 12,000 to 17,999 total landings as of the effective date of this AD: Within 12 months after the effective date of this AD. Perform this inspection again prior to the accumulation of 18,000 total landings or within 1,400 landings, whichever occurs later, and thereafter at intervals not to exceed 1,400 landings.

(2) For all other airplanes: Prior to the accumulation of 18,000 total landings or within 12 months after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 1,400 landings.

(b) Except as provided by paragraph (c) of this AD, if any cracking is detected during an inspection required by paragraph (a) of this AD, prior to further flight, repair in accordance with paragraph (b)(1) or (b)(2) of this AD, as applicable. Thereafter repeat the HFEC inspection required by paragraph (a) of this AD at intervals not to exceed 1,400 landings.

(1) If any vertical crack is found that is less than 10 inches in length, repair in accordance with Boeing Alert Service Bulletin 747-57A2298, Revision 1, dated September 12, 1996.

(2) If any vertical crack is found that is 10 inches or greater in length; or if any crack is found that has extended in a diagonal direction (regardless of length); or if any crack is found that would affect an existing repair; repair in accordance with a method

approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(c) In lieu of accomplishing the procedures specified in paragraph (b) of this AD: If a crack in the front spar web is detected during an HFEC inspection required by paragraph (a) of this AD, prior to further flight, operators may accomplish the procedures for an optional HFEC inspection to confirm cracking, as described in paragraph III.D.2. of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-57A2298, Revision 1, dated September 12, 1996.

(1) If this optional inspection is accomplished and cracking is not confirmed, thereafter repeat the HFEC inspection specified in paragraph (a) of this AD at intervals not to exceed 1,400 landings.

(2) If this optional inspection is accomplished and confirms cracking, prior to further flight, repair the cracking in accordance with paragraph (b)(1) or (b)(2) of this AD, as applicable.

(d) For airplanes that are required to perform an initial HFEC inspection in accordance with paragraph (a)(1) of this AD: Within 30 days after accomplishing the initial inspection, submit a report of inspection results, negative or positive, that includes the information identified in paragraphs (d)(1) through (d)(5) of this AD, to the Manager, Seattle Aircraft Certification Office, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (206) 227-1181. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(1) Airplane serial number.

(2) Total number of landings accumulated.

(3) Total number of hours time-in-service accumulated.

(4) Location, size and orientation of each crack.

(5) Whether fuel leakage resulted from the crack.

(e) 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 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.

(f) 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 November 8, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-29417 Filed 11-15-96; 8:45 am]

BILLING CODE 4910-13-U

ENVIRONMENTAL PROTECTION AGENCY
40 CFR Part 52

[TX55-1-6879; FRL-5652-4]

Approval and Promulgation of Air Quality State Implementation Plans (SIP); Texas: Motor Vehicle Inspection and Maintenance (I/M) Program; Extension of Comment Period

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed interim rule; extension of the comment period.

SUMMARY: The EPA is extending the comment period for a proposed action published on October 3, 1996, (61 FR 51651) pertaining to the Texas motor vehicle I/M program. On October 3, 1996, EPA proposed a conditional interim approval of an I/M program submitted by the State of Texas under the provisions of the Clean Air Act and the National Highway System Designation Act of 1995. On October 18, October 25, and October 28, 1996, EPA received requests for an extension of the public comment period from 30 days to 90 days until January 3, 1997, to allow for further analysis on the Agency's proposed action. Based on these requests, EPA is extending the comment period from date of signature of this document until January 3, 1997.

DATES: Comments on the October 3, 1996, proposed conditional approval of the Texas I/M program must be received in writing on or before January 3, 1997.

ADDRESSES: Written comments on this action should be addressed to Mr. Thomas H. Diggs, Chief, Air Planning Section (6PD-L), Environmental Protection Agency, Region 6, 1445 Ross Avenue, Suite 700, Dallas, TX 75202-2733.

FOR FURTHER INFORMATION CONTACT: Mr. James F. Davis, Air Planning Section (6PD-L), EPA Region 6, 1445 Ross Avenue, Dallas, Texas 75202-2733, telephone (214) 665-7584.

SUPPLEMENTARY INFORMATION:

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Hydrocarbons, Incorporation by

reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Reporting and recordkeeping requirements.

Dated: November 4, 1996.

Jane N. Saginaw,

Regional Administrator.

[FR Doc. 96-29359 Filed 11-15-96; 8:45 am]

BILLING CODE 6560-50-P