42 and up, delivered from the factory prior to July 4, 1978. To prevent possible dislodging of structural bolts securing the wing center section spar support brackets to the fuselage, which could result in loss of structural integrity of the airplane, inspect wing center section spar support bracket for loose attachments, and replace loose nuts, in accordance with the Accomplishment Instructions of GAF Alert Service Bulletin ANMD–53–2, Revision 1, dated July 5, 1978, or an FAA-approved equivalent.

(4) Applies to all Model N22B airplanes S/N 5 and up, and all Model N24A airplanes S/N 42 and up, which have not incorporated Nomad modification N290. To prevent possible interference and jamming of the rudder pedals with the pedal guards, which could impair control of the airplane, remove and repair rudder pedal guards in accordance with the Accomplishment Instructions of GAF Alert Service Bulletin ANMD–53–3, dated July 10, 1978, or an FAA-approved equivalent.

(5) Applies to Model N22B airplanes S/N 6, 7, 11, 12, 13, 15, and 16. To prevent reduction of the flutter speed reserves as a result of excessive wear and backlash in the rudder tab operating system, which could result in loss of control of the airplane, remove rudder assembly, install steel mass balance arm and rework rudder and trim tab in accordance with the Accomplishment Instructions of GAF Alert Service Bulletin NMD–27–3, Revision 1, dated June 8, 1979, or an FAA-approved equivalent.

(6) Applies to all Model N22B airplanes S/N 5 and up, and all Model N24A airplanes S/N 42 and up. To prevent excessive vibration of the horizontal stabilizer trim tab and prevent subsequent structural damage to the empennage, which could result in loss of control of the airplane, inspect the horizontal stabilizer trim tab, and empennage, and modify stub fin in accordance with the Accomplishment Instructions of GAF Alert Service Bulletin ANMD–55–5, Revision 2, dated September 3, 1979, or an FAA-approved equivalent.

(7) Applies to all Model N22B airplanes S/N 5 and up, and all Model N24A airplanes, S/N 42 and up. To detect possible damage to the horizontal stabilizer control rod, visually inspect components in the horizontal stabilizer control system for wind gust damage, and replace as necessary, in accordance with the Accomplishment Instructions of GAF Alert Service Bulletin ANMD–27–12, Revision 1, dated October 30, 1979, or an FAA-approved equivalent.

For the purposes of this amendment, the FAA-approved equivalent specified in paragraphs (1) through (7) of this AD must be approved by the Chief, Engineering and Manufacturing District Office, FAA, Pacific-Asia Region, Honolulu, Hawaii.

All persons affected by this directive who have not already received these documents from the manufacturer, may obtain copies upon request to the Government Aircraft Factories, 226 Lorimer Street, Port Melborne 3207 Vic., Australia. These documents may also be examined at the FAA, Pacific-Asia Region, 300 Ala Moana Blvd., Room 7321, Honolulu, Hawaii 96850, and at FAA Headquarters, 800 Independence Ave., S.W., Washington, D.C. 20591. A historical file on this AD which includes the incorporated material in full is maintained by the FAA at its Headquarters in Washington, D.C., and at the Pacific-Asia Region in Honolulu, Hawaii.

This amendment becomes effective June 5, 1980.

(Sec. 313(a), 601, 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1353(a), 1421, 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.89).

Note.—The FAA has determined that this document involves a regulation which is not considered to be significant under the provisions of Executive Order 12044, as implemented by the Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979).

Issued in Washington, D.C., on May 14, 1980.

M. C. Beard,

Director of Airworthiness.

[FR Doc. 80–15673 Filed 5–21–80; 8:45 am]

BILLING CODE 4910–13–M

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14 CFR Part 39

[Docket No. 79–NE–18; Amdt. 39–3773]

Airworthiness Directives; Pratt & Whitney Aircraft JT8D–1, –1A, –1B, –7, –7A, and –7B Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) which requires a visual and ultrasonic inspection of second stage fan blades of Pratt & Whitney JT8D–1, –1A, –1B, –7, –7A, and –7B turbofan engines. The AD is needed to detect material defects, surface damage, or cracks in the blade attachment straps which could result in strap fracture and possible uncontained blade liberation and fire.

DATES:

Effective—July 18, 1980.

Compliance required not later than December 31, 1981, unless already accomplished.

ADDRESSES: The applicable service bulletin may be obtained from Pratt & Whitney Aircraft Group, Division of United Technologies Corporation, 400 Main Street, East Hartford, Connecticut 06108.

A copy of the service bulletin is contained in the Rules Docket, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803.

FOR FURTHER INFORMATION CONTACT: Donald F. Perrault, Propulsion Section (ANE–214), Engineering and Manufacturing Branch, Flight Standards Division, Federal Aviation Administration, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone: (617) 273–7347.

SUPPLEMENTARY INFORMATION: A proposal to amend Part 39 of the Federal Aviation Regulations to include an AD requiring a visual and ultrasonic inspection of second stage fan blades to detect cracks and surface damage on JT8D–1, –1A, –1B, –7, –7A, and –7B turbofan engines was published in the **Federal Register** at 44 FR 72181, December 13, 1979. The proposal was prompted by several instances of fracture of second stage fan blade attachment straps due to cracks caused by material defects and surface damage resulting in uncontained blade liberation.

Interested persons have been afforded the opportunity to participate in the making of the amendment. At the request of the Air Transport Association of America (ATA), a public meeting was held at the FAA New England Region office on February 6, 1980, for the purpose of receiving comments and data pertaining to the notice of proposed rule making (NPRM). During this meeting, ATA on behalf of its member airlines submitted preliminary comments and requested a 30-day extension of the NPRM comment period to allow the airlines additional time to prepare and submit final comments. FAA concurred with the ATA request and on February 11, 1980, formally issued an extension of the closing date from February 12, 1980, to March 12, 1980. Final comments were received during the extension period from ATA on behalf of its member airlines and other airlines recommending that the AD be made applicable to only P/N 433802, and its derivative, second stage fan blades and that the compliance date be extended to December 31, 1982. FAA concurs with ATA that only P/N 433802, and its derivative, second stage fan blades require inspection since only these blades have experienced the root fracture problem. Other subsequent part number second stage fan blades have been ultrasonic inspected at manufacturing, beginning in 1970, and therefore are in compliance with the intent of this AD. FAA does not concur with ATA that extension of the compliance date to December 31, 1982, is reasonable since such an extension would increase the potential number of occurrences of blade fractures and

engine cowl penetrations. However, the additional economic impact information provided by ATA combined with confirmation of existing blade fracture probability data indicates that an extension of the compliance date from July 1, 1981, to December 31, 1981, will maintain an acceptable level of airworthiness and will provide a significant reduction of the overall financial burden of compliance.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, Section 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new AD:

Pratt & Whitney Aircraft: Applies to Pratt & Whitney Aircraft JT8D-1, -1A, -1B, -7, -7A, -7B turbofan engine models.

Compliance required as indicated, unless already accomplished.

To detect material defects, surface damage, or cracks at the base of the second stage fan blade attachment strap and inner diameter of the strap pinholes which could result in noncontained strap fracture and possible fire, accomplish the following: "At next blade exposure but not later than December 31, 1981, perform a visual and ultrasonic inspection of second stage fan blade, P/N 433802, and derivative blade P/Ns 645732, 645902, 759922, and 759902, attachment straps in accordance with the procedures contained in Pratt & Whitney Aircraft Alert Service Bulletin No. 5022, Revision 1, dated December 21, 1979, or equivalent means approved by the Chief, Engineering and Manufacturing Branch, New England Region. Second stage fan blades with crack, material defect, or surface damage indications in attachment straps must be repaired in accordance with the JT8D engine manual or replaced prior to further flight."

Note.—Pratt & Whitney Aircraft JT8D Engine Manual P/N 481672, Section 72-33-1, requires reinspection at each blade overhaul.

The manufacturer's service bulletin and engine manual identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C 552(a)(1). All persons affected by this directive who have not already received these documents from the manufacturer may obtain copies upon request to Pratt & Whitney Aircraft Group, United Technologies Corporation, 400 Main Street, East Hartford, Connecticut 06108. These documents may also be examined at Federal Aviation Administration, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803, and at FAA Headquarters, 800 Independence Avenue, S.W., Washington, D.C. 20591. A historical file on this AD which includes the incorporated material in full is maintained by the FAA at its headquarters in Washington, D.C. and at New England Region.

This amendement becomes effective July 18, 1980.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); 14 CFR 11.89)

Note.—The Federal Aviation Administration has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by Department of Transportation Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). A copy of the final evaluation prepared for this document is contained in the docket.

Issued in Burlington, Massachusetts, on May 12, 1980.

Robert E. Whittington,

Director, New England Region.

Note.—The incorporation by reference provisions of this document was approved by the Director of the Federal Register on June 19, 1967.

[FR Doc. 80-15675 Filed 5-21-80; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 39

[Docket No. 80-NW-25-AD; Amdt. 39-3774]

Airworthiness Directives; Rockwell NA-265-60 and NA-265-80 Airplanes Modified in Accordance With the Raisbeck Group STC SA687NW and STC SA847NW

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This Amendment amends an existing AD applicable to Rockwell NA-265-60 and NA-265-80 airplanes modified in accordance with the Raisbeck Group STC SA687NW and STC SA847NW. The existing AD requires eddy current inspections of critical fastener holes in the inboard flap track support structure, the modification of the inboard and outboard flap track support, the imposition of certain operating limitations and a reduced service life. A modification has now been developed and approved to remove these operating limitations and extend the service life, and the AD is amended to incorporate this modification.

DATES: Effective date June 3, 1980.

ADDRESSES: Raisbeck service bulletins specified in this directive may be obtained upon request to The Raisbeck Group, 7777 Perimeter Road, Seattle, Washington 98108. These documents may also be examined at FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington, 98108.

FOR FURTHER INFORMATION CONTACT: Mr. William M. Perrella, Airframe Section, ANW-212, Engineering and Manufacturing Branch, FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington 98108, telephone (206) 767-2516.

SUPPLEMENTAL INFORMATION: The incorporation of structural modifications designed to improve the fatigue life of the inboard and outboard flap track support structure has been approved to extend the life of newly installed flap track support structure to 2,000 hours time in service. The flap track support structure of airplanes which had been in service prior to these structural modifications may have sustained undetectable fatigue damage which could result in premature failure; therefore, the inspections and service life requirements of AD 80-01-07 were still applicable to these airplanes.

Subsequently identified workmanship problems resulted in AD's 80-03-03 and 80-04-11, which required that all affected parts either be reworked or replaced. As a result, the increased fatigue life will now directly apply to airplanes previously in service as well as those delivered with the modifications. Amendment 39-3658, 45 FR 2009, AD 80-01-07 is therefore amended to incorporate a terminating action which includes modification of the flap track support structure.

Since this amendment relieves a restriction, and imposes no additional burden on any person, it is found that notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of the Federal Aviation Regulations (14 CFR 39.13) as amended by 39-3658, 45 FR 2009, AD 80-01-07 is further amended by adding a new paragraph H to read as follows:

H. Modification of the flap support structure per FAA approved Raisbeck Service Bulletins 17, dated October 5, 1979; 19, Rev. B, dated April 28, 1980; and 23, dated November 30, 1979, constitutes terminating action under the provisions of this AD. Equivalent modifications are acceptable if approved by the Chief, Engineering and Manufacturing Branch, FAA Northwest Region. If the optional bolts listed in Paragraph III of Raisbeck Service Bulletin 23 are used, they must be replaced at intervals not exceeding 900 landings.

This amendment becomes effective June 3, 1980.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of

Transportation Act (49 U.S.C. 1655(c); and 14 CFR 11.89))

Note.—The FAA has determined that this document involves a regulation which is not considered to be significant under the provision of Executive Order 12044, as implemented by Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979).

Issued in Seattle, Washington, on May 14, 1980.

C. B. Walk, Jr.,

Director, Northwest Region.

Incorporation by reference provisions in the document were approved by the Director of the Federal Register on June 19, 1967.

[FR Doc. 80-15671 Filed 5-21-80; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 39

[Docket No. 80-WE-2-AD, Amdt. 39-3772]

Airworthiness Directives; Rockwell International NA-265 Airplanes

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This amendment amends as existing Airwortiness Directive (AD) applicable to Rockwell International NA-265 airplanes by revising the applicability to delete certain NA-265-70 airplanes. This amendment is needed to relieve an undue burden which has no safety contribution.

DATE: Effective May 29, 1980.

Compliance schedule—As prescribed in the body of the AD.

FOR FURTHER INFORMATION CONTACT: Jerry Presba, Executive Secretary, Airworthiness Directive Review Board, Federal Aviation Administration, Western Region, P.O. Box 92007, World Way Postal Center, Los Angeles, California 90009. Telephone: (213) 536-6351.

SUPPLEMENTARY INFORMATION: This amendment amends Amendment 39-3685 (45 FR 7539), AD 80-03-05, which currently requires inspection of elevator trailing edges for delamination and installation of drain holes on Rockwell International NA-265-70 and NA-265-80 airplanes. After issuing Amendment 39-3685 the FAA has determined that the corrective action specified is applicable to only two aircraft in the NA-265-70 series. Therefore, the FAA is amending Amendment 39-3685 to limit the applicability to NA-265-80 (all) and NA-265-70, serial numbers 1 and 7 only.

Since this amendment relieves a restriction and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and good cause exists for making the amendment effective less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended, by amending Amendment 39-3685 (45 FR 7539), AD 80-03-05 as follows:

* * * * *

Rockwell International: Applies to Model NA-265-70 serial numbers 1 and 7 only, and NA-265-80 (all) series airplanes certificated in all categories.

* * * * *

This amendment becomes effective May 29, 1980.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); sec. 6(c) Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.89)

Note.—The FAA has determined that this document involves a final regulation which is not considered to be significant under Executive Order 12044 as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). In addition, the expected impact is so minimal that this action does not warrant preparation of a regulatory evaluation.

Issued in Los Angeles, Calif., on May 8, 1980.

W. R. Frehse,

Acting Director, FAA Western Region.

[FR Doc. 15351 Filed 5-21-80; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 71

[Airspace Docket No. 80-ASW-4]

Designation of Transition Area: Medford, Okla.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The nature of the action being taken is to designate a transition area at Medford, Okla. The intended effect of the action is to provide controlled airspace for aircraft executing a new instrument approach procedure to the Medford Municipal Airport. The circumstance which created the need for the action is the establishment of a nondirectional radio beacon (NDB) located on the airport. Coincident with this action, the airport is changed from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR).

EFFECTIVE DATE: July 10, 1980.

FOR FURTHER INFORMATION CONTACT: Manuel R. Hugonnett, Airspace and Procedures Branch (ASW-536), Air Traffic Division, Southwest Region, Federal Aviation Administration, P.O. Box 1689, Fort Worth, Texas 76101; telephone 817-624-4911, extension 302.

SUPPLEMENTARY INFORMATION:

History

On March 13, 1980, a notice of proposed rulemaking was published in the **Federal Register** (45 FR 16197) stating that the Federal Aviation Administration proposed to designate a transition area at Medford, Okla. Interested persons were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the Federal Aviation Administration. Comments were received without objections. Except for editorial changes this amendment is that proposed in the notice.

The Rule

This amendment to Subpart G of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) designates the Medford, Okla., transition area. This action provides controlled airspace from 700 feet above the ground for the protection of aircraft executing instrument approach procedures to the Medford Municipal Airport.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, Subpart G of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) as republished (45 FR 445) is amended, effective 0901 G.m.t., July 10, 1980, by adding the Medford, Okla., transition area as follows.

Medford, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Medford Municipal Airport (latitude 36°47'26"N., longitude 97°44'56"W.) and within 4 miles each side of the 349° bearing from the NDB (latitude 36°47'35"N., longitude 97°44'46"W.) extending from the 5-mile radius area to 8.5 miles north of the NDB.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a); and sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Note.—The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). Since this regulatory action involves an established body of technical requirements for which frequent and routine amendments are necessary to keep them operationally current and promote safe flight operations, the anticipated impact is so minimal that this action does not warrant preparation of a regulatory evaluation.