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 14 CFR part 39 of the Federal Aviation Regulations 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:

92-27-03. De Havilland, Inc.: Amendment 39-8436. Docket 92-NM-158-AD.

Applicability: Model DHC-7 series airplanes; serial numbers 1 through 7, inclusive, and 9, 10, and 11; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent reduced structural integrity of the engine nacelles, accomplish the following:

(a) Within 6 months after the effective date of this AD, conduct an inspection to determine whether rivets that secure the upper longerons in each inner engine nacelle have been installed, in accordance with de Havilland Service Bulletin 7-54-9, dated February 29, 1980.

(1) If any rivets are missing, prior to further flight, accomplish Modification No. 7/1707, in accordance with the service bulletin.

(2) If all rivets are detected, no further action is required by this AD.

(b) 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, New York Aircraft Certification Office (ACO), ANE-170, FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

(c) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) The inspection and modification shall be done in accordance with de Havilland Service Bulletin 7-54-9, dated February 29, 1980. 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 de Havilland, Inc., Carratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New England Region, New York Aircraft Certification Office, 181 South Franklin Avenue, room 202, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(e) This amendment becomes effective on January 22, 1993.

Issued in Renton, Washington, on December 7, 1992.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 92-30713 Filed 12-17-92; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 39

[Docket No. 92-NM-110-AD; Amendment 39-8440; AD 92-27-06]

Airworthiness Directives; McDonnell Douglas Model DC-8 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-8 series airplanes, that requires visual and eddy current inspections to detect cracking of the rudder pedals adjuster hub assembly and replacement of the assembly, if necessary. This amendment is prompted by several occurrences of failure of the rudder pedals adjuster hub assembly due to broken detent lugs. The actions specified by this AD are intended to prevent loss of rudder pedals control and reduction of braking capability.

DATES: Effective January 22, 1993.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 22, 1993.

ADDRESSES: The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90846-1771, Attention: Business Unit Manager, Technical Publications—Technical Administrative Support, C1-L5B. 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 FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Lee, Aerospace Engineer, Los Angeles Aircraft Certification Office, ANM-122L, FAA, Transport Airplane Directorate, 3229 East Spring Street, Long Beach, California 90806-2425; telephone (310) 988-5325; fax (310) 988-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations to include an airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC-8 series airplanes was published in the **Federal Register** on June 18, 1992 (57 FR 27200). That action proposed to require visual and eddy current inspections to detect cracking of the rudder pedals adjuster hub assembly and replacement of the assembly, if necessary.

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

Both commenters support the proposed rule.

Since issuance of the notice, however, the manufacturer has advised the FAA that it does not have an adequate supply of parts so that replacement, if necessary, can be accomplished on the U.S. fleet within the proposed compliance time of 180 days. Based on this new data, the FAA has determined that an extension of the compliance time to 270 days for the initial inspection of the rudder pedals adjuster hub assembly is appropriate. The FAA has determined that such an extension of the compliance time will not adversely affect safety. The final rule has been revised accordingly.

Paragraph (c) of the final rule has been revised to clarify that replacement rudder pedals adjuster hub assemblies must continue to be inspected in accordance with the requirements of paragraph (a) of the AD (that is, the assembly must be inspected prior to the accumulation of 15,000 landings on the

assembly) and, if no cracks are detected, must be reinspected in accordance with paragraph (b) of the AD (that is, at intervals not to exceed 3,500 landings.) The notice only referenced paragraph (a) with regard to repetitive inspection intervals.

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.

There are approximately 341 McDonnell Douglas Model DC–8 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 222 airplanes of U.S. registry will be affected by this AD, that it will take approximately 3 work hours per airplane to accomplish the required actions, and that the average labor rate is $55 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $36,630, or $165 per airplane. This total cost figure assumes that no operator has yet accomplished the requirements of this AD.

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 "major rule" under Executive Order 12291; (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 14 CFR part 39 of the Federal Aviation Regulations 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:

92–27–06. McDonnell Douglas: Amendment 39–8440. Docket 92–NM–110–AD.

Applicability: Model DC–8 series airplanes, as listed in McDonnell Douglas DC–8 Alert Service Bulletin A27–275, Revision 1, dated February 3, 1992; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of rudder pedals control and reduction of braking capability, accomplish the following:

(a) Prior to the accumulation of 15,000 landings or within 270 days after the effective date of this AD, whichever occurs later, conduct a visual and eddy current inspection to detect cracks of the rudder pedals adjuster hub assembly, part number 4616066, in accordance with McDonnell Douglas DC–8 Alert Service Bulletin A27–275, Revision 1, dated February 3, 1992.

(b) If no cracks are detected as a result of the inspections required by paragraph (a) of this AD, repeat the inspections at intervals not to exceed 3,500 landings.

(c) If cracks are detected as a result of the inspections required by paragraph (a) or (b) of this AD, prior to further flight, replace the rudder pedals adjuster hub assembly, part number 4616066, with a new assembly having the same part number, in accordance with McDonnell Douglas DC–8 Alert Service Bulletin A27–275, Revision 1, dated February 3, 1992. Thereafter, conduct visual and eddy current inspections of the replacement rudder pedals adjuster hub assembly in accordance with paragraphs (a) and (b) of this AD.

(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, Los Angeles 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, Los Angeles ACO.

Note: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(e) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) The inspections and replacement shall be done in accordance with McDonnell Douglas DC–8 Alert Service Bulletin A27–275, Revision 1, dated February 3, 1992. 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 McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90846–1771, Attention: Business Unit Manager, Technical Publications—Technical Administrative Support, C1–L5B. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on January 22, 1993.

Issued in Renton, Washington, on December 9, 1992.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 92–30718 Filed 12–17–92; 8:45 am]

BILLING CODE 4910–13–M

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14 CFR Part 39

[Docket No. 92–NM–86–AD; Amendment 39–8441; AD 92–27–07]

Airworthiness Directives; McDonnell Douglas Model DC–9 and Model DC–9–80 Series Airplanes; Model MD–88 Airplanes; and C–9 (Military) Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC–9 and DC–9–80 series airplanes; Model MD–88 airplanes; and C–9 (military) airplanes. This amendment requires visual and eddy current inspections to detect cracking of the rubber pedals adjuster hub assembly and replacement of the assembly, if necessary. This amendment is promoted by several occurrences of failure of the rudder pedals adjuster hub assembly due to broken detent lugs. The actions specified by this AD are intended to prevent loss of rudder pedals control and reduction of braking capability.

DATES: Effective January 22, 1993.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 22, 1993.

ADDRESSES: The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90846–1771, Attention: Business Unit Manager, Technical Publications—Technical Administrative Support, C1–L5B. 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 FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Lee, Aerospace Engineer, Los Angeles Aircraft Certification Office, ANM–122L, FAA, Transport Airplane Directorate, 329 East Spring Street, Long Beach, California 90806–2425; telephone (310) 988–5325; fax (310) 988–5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations to include an airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC–9 and DC–9–80 series airplanes, Model MD–88 airplanes, and C–9 (Military) series airplanes was published in the **Federal Register** on June 18, 1992 (57 FR 27199). That action proposed to require visual and eddy current inspections to detect cracking of the rudder pedals adjuster hub assembly and replacement of the assembly, if necessary.

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 rule as proposed.

Several commenters request that the proposed compliance time of 180 days for the initial visual and eddy current inspection of the rudder pedals adjuster hub assembly be extended, for a variety of reasons:

One commenter requests that the compliance time be extended to 3,500 landings or 1 year, whichever occurs later. This commenter's entire fleet has accumulated in excess of 15,000 landings and would be required to accomplish the initial inspection within 180 days after the effective date of this AD. To do so would require that this commenter schedule numerous airplanes for the initial inspection and/or repair at places other than regular maintenance bases, where necessary equipment and trained personnel may not be available. The commenter considers this request to be justified since there have been no failures of the rudder pedals adjuster hub assembly on airplanes in its fleet.

Several other commenters are concerned about the possibility that sufficient replacement parts will be available, and request that the compliance time for inspections be extended. The commenters state that airplanes will be grounded if replacement of a lug or hub assembly is required within the proposed compliance time of 180 days and no replacement components are available.

The FAA concurs that the compliance time may be extended somewhat. Since issuance of the notice, the manufacturer has advised the FAA that it does not have an adequate supply of parts so that replacement, if necessary, could be accomplished on the U.S. fleet within the proposed compliance time of 180 days. Based on this new data, the FAA has determined that an extension of the compliance time to 270 days for the initial inspection is appropriate. Such an extension (1) will not adversely affect safety, (2) will allow the majority of affected operators sufficient time to schedule and accomplish the initial inspection and any necessary replacement during a regularly scheduled maintenance interval; and (3) will allow sufficient time for the manufacturer to procure a sufficient number of replacement parts.

Another commenter requests that this AD be delayed until such time that a terminating modification is available to operators. Since such a modification would terminate the requirement for repetitive inspections, the commenter asserts that delay of this AD will be a considerable cost and time savings for operators. The FAA does not concur. In its response to commenters, above, the FAA has already extended the compliance time for this AD by three additional months (in effect, delaying the AD for three months). The FAA has determined that any further delay of this AD is not warranted. The degradation of safety due to the unsafe condition outweighs any cost savings operators may incur if this AD is further delayed. The FAA has determined that the required inspections must be conducted in order to ensure continued safety. Once a terminating modification is developed and approved, the FAA may consider further rulemaking action at that time.

Paragraph (c) of the final rule has been revised to clarify that replacement rudder pedals adjuster hub assemblies must continue to be inspected in accordance with the requirements of paragraph (a) of the AD (that is, the assembly must be inspected prior to the accumulation of 15,000 landings on the assembly) and, if no cracks are detected, must be reinspected in accordance with paragraph (b) of the AD (that is, at intervals not to exceed 3,500 landings.) The notice only referenced paragraph (a) with regard to the repetitive inspection intervals.

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.

There are approximately 721 McDonnell Douglas Model DC–9 and Model DC–9–80 series airplanes, Model MD–88 airplanes, and C–9 (military) airplanes of the affected design in the worldwide fleet. The FAA estimates that 373 airplanes of U.S. registry will be affected by this AD, that it will take approximately 3 work hours per airplane to accomplish the required actions, and that the average labor rate is $55 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $61,545, or $165 per airplane. This total cost figure assumes that no operator has yet accomplished the requirements of this AD.

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 "major rule" under Executive Order 12291; (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 14 CFR part 39 of the Federal Aviation Regulations 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:

92-27-07. McDonnell Douglas: Amendment 39-8441. Docket 92-NM-86-AD.

Applicability: Model DC-9-10, -20, -30, -40, and -50 series airplanes; Model DC-9-81, -82, -83, and -87 series airplanes; Model MD-88 airplanes; and C-9 (Military) airplanes; as listed in McDonnell Douglas DC-9 Alert Service Bulletin A27-325, Revision 1, dated February 3, 1992; certified in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of rudder pedals control and reduction of braking capability, accomplish the following:

(a) Prior to the accumulation of 15,000 landings or within 270 days after the effective date of this AD, whichever occurs later, conduct a visual and eddy current inspection to detect cracks of the rudder pedals adjuster hub assembly, part number 4616066, in accordance with McDonnell Douglas DC-9 Alert Service Bulletin A27-325, Revision 1, dated February 3, 1992.

(b) If no cracks are detected as a result of the inspections required by paragraph (a) of this AD, repeat the inspections at intervals not to exceed 3,500 landings.

(c) If cracks are detected as a result of the inspections required by paragraph (a) or (b) of this AD, prior to further flight, replace the rudder pedals adjuster hub assembly, part number 4616066, with a new assembly having the same part number, in accordance with McDonnell Douglas DC-9 Alert Service Bulletin A27-325, Revision 1, dated February 3, 1992. Thereafter, conduct visual and eddy current inspections of the replacement rudder pedals adjuster hub assembly in accordance with paragraph (a) and (b) of this AD.

(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, Los Angeles 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, Los Angeles ACO.

Note: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(e) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) The inspections and replacement shall be done in accordance with McDonnell Douglas DC-9 Alert Service Bulletin A27-325, Revision 1, dated February 3, 1992. 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 McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90846-1771, Attention: Business Unit Manager, Technical Publications—Technical Administrative Support, C1-L5B. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW, Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on January 22, 1993.

Issued in Renton, Washington, on December 9, 1992.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 92-30719 Filed 12-17-92; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 39

[Docket No. 92-NM-212-AD; Amendment 39-8439; AD 92-24-51]

Airworthiness Directives; Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) T92-24-51 that was sent previously to all known U.S. owners and operators of Boeing Model 747 series airplanes by individual telegrams. This AD supersedes an existing AD to require the replacement of certain nacelle strut midspar fuse pins, and inspections to detect corrosion and cracks of certain other fuse pins. This AD also decreases the initial inspection threshold and adds airplanes to the applicability of the AD. This amendment is prompted by numerous reports of corrosion and fatigue cracking found in the subject fuse pins. The actions specified by this AD are intended to prevent failure of the engine support structure and the inability of the strut to carry required engine support loads.

DATES: Effective January 4, 1993, to all persons except those persons to whom it was made immediately effective by telegraphic AD T92-24-51, issued November 13, 1992, which contained the requirements of this amendment.

Incorporation by reference of Boeing Service Bulletin 747-54-2063, Revision 9, dated April 23, 1992, was approved previously by the Director of the Federal Register as of November 27, 1992 (57 FR 53546, November 12, 1992).

The incorporation by reference of Boeing Alert Service Bulletin 747-54A2150, Revision 1, dated November 13, 1992, is approved by the Director of the Federal Register as of January 4, 1993.

Comments for inclusion in the Rules Docket must be received on or before February 16, 1993.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 92-NM-212-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The applicable service information 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; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Tim Backman, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2776; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: On November 13, 1992, the FAA issued telegraphic AD T92-24-51, applicable to all Boeing Model 747 series airplanes, which supersedes AD 92-21-51 R1, Amendment 39-8414 (57 FR 53546, November 12, 1992).

The FAA previously issued AD 92-21-51 R1 on November 4, 1992. That AD was applicable to certain Boeing Model 747 series airplanes, and required:

1. Repetitive ultrasonic inspections to detect cracks in the "old style" nacelle strut midspar fuse pins, and replacement of the pins, if necessary;

2. Repetitive inspections of the "new style" fuse pins to detect cracks and corrosion, and rework or replacement of the pins, if necessary;

3. Repetitive detailed visual inspections of the midspar fitting lugs to detect cracks, and repair or replacement of any cracked lugs found; and

4. The submission of written reports to the FAA of all findings of cracks or corrosion as a result of initial inspections.

That AD action was prompted by 14 reports of fatigue cracks initiating at corrosion sites on the inside diameter of new style fuse pins at the pin insert on airplanes equipped with Pratt and Whitney and Rolls Royce engines. In addition, results of an inspection revealed a crack in a midspar fitting lug.

The actions required by that AD were intended to prevent failure of the engine support structure and the inability of the strut to carry the required engine support loads.

As a result of the reporting requirement of AD 92–21–51 R1, the FAA has received numerous reports of corrosion and 13 additional reports of fatigue cracking in new style fuse pins. The FAA has received reports of heavy corrosion found on fuse pins that were in service fewer than five years (approximately 5,000 landings). Therefore, the FAA has determined that the existing initial inspection threshold of 5,000 landings must be reduced in order to detect corrosion and cracking in a timely manner.

Recently, one operator reported that the ultrasonic inspection procedures required by AD 92–21–51 R1 failed to detect a crack in the presence of heavy corrosion. That AD requires removing one fuse pin insert and performing a visual inspection to detect corrosion, followed by an ultrasonic inspection to detect cracks. Due to the presence of heavy corrosion, the operator removed the fuse pin itself to perform the visual inspection to detect cracking in the corroded area. Subsequently, the operator and Boeing performed ultrasonic inspections of the fuse pin prior to removal of the corrosion; these inspections failed to detect cracking in the corroded area. From this data, the FAA concludes that the ultrasonic inspection procedure, as required by AD 92–21–51 R1, does not detect cracks reliably when corrosion is present. Since that AD requires inspection of the fuse pin from only one end, the possibility exists for corrosion or cracks to remain undetected in the other end of the pin. Therefore, the FAA has determined that it is necessary to correct this unsafe condition by requiring a detailed visual inspection to detect corrosion and, following the removal of any corrosion, an ultrasonic inspection to detect cracks from each end of the pin with both inserts removed.

Additionally, the FAA recently received a report of a cracked old style fuse pin that was found on a Model 747 series airplane that had accumulated 257 flight cycles since the last inspection of the fuse pins. These fuse pins were installed on earlier Model 747 series airplanes. Service data show that these old style fuse pins are even more susceptible to cracking than the new style fuse pins. Therefore, the FAA has determined that the old style fuse pins must be removed from service.

Fatigue cracks in the nacelle strut midspar fuse pins, if not detected and corrected, could result in failure of the engine support structure and the consequent inability of the strut to carry the required engine support loads.

(It should be noted that investigations related to two recent accidents, both of which involved Model 747–200 freighter airplanes, are continuing. These accidents occurred in Amsterdam in October 1992 and in Taiwan in December 1991. No determination has been made that cracking of the fuse pins was the cause of either accident.)

The FAA has reviewed and approved Boeing Alert Service Bulletin 747–54A2150, Revision 1, dated November 13, 1992, that describes procedures for detailed visual inspections to detect corrosion and ultrasonic inspections to detect cracks of the new style fuse pins at both ends of the fuse pin, and replacement or rework of the pins, if necessary.

The fuse pins installed on the nacelle struts of Model 747 series airplanes equipped with General Electric engines are identical to those installed on Pratt and Whitney and Rolls Royce engines. In view of the widespread findings of corrosion and cracks on fuse pins installed on other types of engines, the FAA finds that this condition is likely to exist as well on airplanes equipped with General Electric engines.

Since the unsafe condition described is likely to exist or develop on other airplanes of the same type design, the FAA issued Telegraphic AD T92–24–51 on November 13, 1992, the requirements of which are intended to prevent failure of the nacelle strut midspar fuse pins. This AD is applicable to all Model 747 series airplanes, regardless of engine type. This AD supersedes AD 92–21–51 R1 to require removal of the old style nacelle strut midspar fuse pins and replacement of these fuse pins with new style fuse pins.

This AD also requires detailed visual inspections to detect corrosion and ultrasonic inspections to detect cracks of the new style fuse pins at both ends of the fuse pin, and replacement or rework, if necessary. These inspections are required to be accomplished in accordance with the service bulletin described previously.

This AD also decreases the initial inspection threshold from that specified in the existing AD and adds airplanes equipped with General Electric engines to the applicability of the AD.

It should be noted that repetitive ultrasonic inspections of the midspar fitting lugs are required currently by AD 85–22–07, Amendment 39–5153 (50 FR 42146, October 18, 1985). Inspecting these lugs using ultrasonic techniques, rather than the detailed visual techniques required by AD 92–21–51 R1, will detect cracking of the lugs more reliably. Consequently, the FAA has not included a requirement for detailed visual inspections of the lugs in this AD. The FAA may consider further rulemaking to address inspections of the lugs.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual telegrams issued on November 13, 1992, to all known U.S. owners and operators of Boeing Model 747 series airplanes. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of part 39 of the Federal Aviation Regulations (FAR) to make it effective to all persons.

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 considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD 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 92–NM–212–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 and that it is not considered to be major under Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. 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, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 14 CFR part 39 of the Federal Aviation Regulations 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 removing amendment 39–8414 (57 FR 53546, November 12, 1992), and by adding a new airworthiness directive (AD), to read as follows:

92–24–51. BOEING: Amendment 39–8439. Docket 92–NM–212–AD. Supersedes AD 92–21–51 R1, Amendment 39–8414.

Applicability: All Model 747 series airplanes, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

Note: Paragraphs (d) and (f) of this AD require inspections from both ends of the nacelle strut midspar fuse pins, whereas AD 92–21–51 R1, Amendment 39–8414 (57 FR 53546, November 12, 1992), which is superseded by this AD, required inspection from only one end of the fuse pins. As allowed by the phrase, "unless accomplished previously," paragraphs (d) and (f) of this AD do not require that the inspections performed previously from one end of the fuse pins in accordance with AD 92–21–51 R1 be repeated. For those fuse pins, only the end of the fuse pin not inspected previously must be inspected to comply with the initial inspection requirements of this AD.

To prevent failure of the nacelle strut midspar fuse pins, accomplish the following:

(a) Within 30 days after the effective date of this AD, remove all old style nacelle strut midspar fuse pins and replace with new style fuse pins, in accordance with Boeing Service Bulletin 747–54–2063, Revision 9, dated April 23, 1992. When an old style fuse pin is removed, the engine must be removed in accordance with the Boeing Model 747 Maintenance Manual, section 54–10–03; or supported in accordance with the service bulletin; or supported in a manner approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(b) As of 30 days after the effective date of this AD, no person shall install an old style nacelle strut midspar fuse pin on any airplane.

(c) Perform the inspection required by paragraph (d) of this AD at the times specified in paragraph (c)(1), (c)(2), or (c)(3) of this AD, as applicable.

(1) For airplanes equipped with Pratt and Whitney or Rolls Royce engines on which the new style nacelle strut midspar fuse pins have accumulated 5,000 or more landings as of the effective date of this AD: Inspect inboard engine positions 2 and 3 within 30 days after the effective date of this AD; and inspect outboard engine positions 1 and 4 within 60 days after the effective date of this AD.

(2) For all other airplanes equipped with Pratt and Whitney, Rolls Royce, or General Electric engines having new style nacelle strut midspar fuse pins, other than those identified in paragraph (c)(1) of this AD: Inspect inboard engine positions 2 and 3 at the later of the times specified in paragraph (c)(2)(i) or (c)(2)(ii) of this AD.

(i) Prior to the accumulation of 3,000 landings on the fuse pin or within 3 years since installation of the fuse pin, whichever occurs first; or

(ii) Within 60 days after the effective date of this AD.

(3) For all other airplanes equipped with Pratt and Whitney, Rolls Royce, or General Electric engines having new style nacelle strut midspar fuse pins, other than those identified in paragraph (c)(1) of this AD: Inspect outboard engine positions 1 and 4 at the later of the times specified in paragraph (c)(3)(i) or (c)(3)(ii) of this AD:

(i) Prior to the accumulation of 3,000 landings on the fuse pin or within 3 years since installation of the fuse pin, whichever occurs first; or

(ii) Within 90 days after the effective date of this AD.

(d) In accordance with the compliance times specified in paragraph (c) of this AD, perform a detailed visual inspection to detect corrosion of the new style nacelle strut midspar fuse pins from each end of the fuse pin with the insert removed, in accordance with Boeing Alert Service Bulletin 747–54A2150, Revision 1, dated November 13, 1992. When a new style fuse pin is removed, the engine must be removed in accordance with the Boeing Model 747 Maintenance Manual, Section 54–10–03; or supported in accordance with the service bulletin; or supported in a manner approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(e) If corrosion is detected as a result of the inspection required by paragraph (d) of this AD, prior to further flight, accomplish the following:

(1) If the amount of corroded material that must be removed exceeds the 0.010-inch limit on the fuse pin inner diameter specified in the service bulletin, replace the fuse pin with a new style fuse pin. Thereafter, accomplish the actions required by this AD on the newly-installed fuse pins.

(2) If the amount of corroded material that must be removed is more than light, and equal to or less than the 0.010-inch limit on the fuse pin inner diameter specified in the service bulletin, rework the fuse pin in accordance with the service bulletin instructions, or replace the pin with a new style fuse pin. "Light" corrosion is characterized by discoloration or pitting to a depth of not more than 0.001-inch maximum. This type of corrosion can be removed normally by light hand sanding. A fuse pin that has been reworked in accordance with Boeing Alert Service Bulletin 747–54A2150, dated October 5, 1992; or Revision 1, dated November 13, 1992, must be replaced with a new fuse pin prior to the accumulation of 3,000 landings on the fuse pin, or 3 years since the pin was reworked and reinstalled, whichever occurs first.

(3) If the corrosion is light, remove the corroded material in accordance with the service bulletin. Thereafter, repeat the inspections required by paragraph (h) of this AD.

(f) Following accomplishment of the actions required by paragraphs (d) and (e) of this AD, if the fuse pin has been found to be corrosion free, or if the pin has been reworked on the airplane to remove light corrosion, prior to further flight, perform an ultrasonic inspection to detect cracks in the fuse pin from each end of the fuse pin with the insert removed, in accordance with Boeing Alert Service Bulletin 747–54A2150, Revision 1, dated November 13, 1992. When a new style fuse pin is removed, the engine must be removed in accordance with the Boeing Model 747 Maintenance Manual, section 54–10–03; or supported in accordance with the service bulletin; or supported in a manner approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(g) If any crack is found as a result of the inspections required by paragraph (d) or (f) of this AD, prior to further flight, replace the pin with a new style fuse pin in accordance with Boeing Alert Service Bulletin 747–54A2150, Revision 1, dated November 13, 1992. Thereafter, accomplish the actions required by this AD on the newly-installed fuse pins.

(h) Thereafter, repeat the actions required by paragraphs (d), (e), (f), and (g) of this AD at intervals not to exceed 500 landings.

(i) 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: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(j) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(k) The inspections, replacement, and rework shall be done in accordance with Boeing Alert Service Bulletin 747–54A2150, Revision 1, dated November 13, 1992; and Boeing Service Bulletin 747–54–2063, Revision 9, dated April 23, 1992; as applicable. 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. Incorporation by reference of Boeing Service Bulletin 747–54–2063, Revision 9, dated April 23, 1992, was approved previously by the Director of the Federal Register as of November 27, 1992 (57 FR 53546, November 12, 1992). Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. 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.

(l) This amendment becomes effective on January 4, 1993, to all persons except those persons to whom it was made immediately effective by telegraphic AD T92–24–51, issued on November 13, 1992, which contained the requirements of this amendment.

Issued in Renton, Washington, on December 9, 1992.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 92–30700 Filed 12–17–92; 8:45 am]

BILLING CODE 4910–13–M

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14 CFR Part 39

[Docket No. 92–NM–228–AD; Amendment 39–8442; AD 92–27–08]

Airworthiness Directives; Cessna Citation Model 650 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Cessna Citation Model 650 series airplanes. This action requires a one-time inspection of the inboard attach fittings of the elevator torque tubes to detect cracking and to determine the thickness of the wall of the fitting; and the replacement of the fittings, if necessary. This amendment is prompted by a report indicating that a single inboard attach fitting on an elevator torque tube was found cracked. The actions specified in this AD are intended to prevent potential loss of elevator control.

DATES: Effective January 4, 1993.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 4, 1993.

Comments for inclusion in the Rules Docket must be received on or before February 16, 1993.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 92–NM–228–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Cessna Aircraft Company, Citation Marketing Division, P.O. Box 7706, Wichita, Kansas 67277. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Douglas Haig, Aerospace Engineer, Airframe Branch, ACE–120W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4125; fax (316) 946–4407.

SUPPLEMENTARY INFORMATION: Recently, the manufacturer found a cracked inboard attach fitting of the elevator torque tube, while installing a modification on a Cessna Citation Model 650 series airplane. The cause of this cracking has been attributed to insufficient thickness in the wall of the inboard attach fitting of the elevator torque tube. The discrepant part was installed at the time of manufacture of the airplane; however, the manufacturer subsequently purged all discrepant parts from its stock. Inboard attach fittings of the elevator torque tube with appropriate thickness in the wall have been installed on airplanes having serial numbers –0220 and subsequent, and –7014 and subsequent. Cracked attach fittings, if not detected and corrected in a timely manner, could lead to failure of the fitting and consequent loss of elevator control.

The FAA has reviewed and approved Cessna Citation Alert Service Letter A650–27–30, dated November 12, 1992, that describes procedures for inspection to determine the minimum material wall thickness of the inboard attach fittings of the elevator torque tube, and the replacement of the fittings, if necessary.

Since an unsafe condition has been identified that is likely to exist or develop on other Cessna Citation Model 650 series airplanes of the same type design, this AD is being issued to prevent the potential loss of elevator control. This AD requires a one-time inspection of the inboard attach fittings of the elevator torque tube to detect cracking and to determine the thickness of the wall of the fitting; and replacement of the fittings, if necessary. The actions are required to be accomplished in accordance with the alert service letter described previously.

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