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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 92-ASW-47; Amendment 39-8515; AD 93-05-11]

Airworthiness Directives; Schweizer Aircraft Corp. and Hughes Helicopters, Inc. Model 269A, 269A-1, 269B and 269C Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Schweizer Aircraft Corporation and Hughes Helicopters, Inc. Model 269A helicopters with fuel injected engines, all Model 269A-1 and 269B helicopters, and certain Model 269C helicopters. This action requires an inspection of the engine-driven fuel pump drain tube assembly (tube assembly) for correct length, security of attachment, and clearance from the engine throttle control linkage. This amendment is prompted by an incident in which the engine throttle travel was restricted due to tube assembly interference. The actions specified in this AD are intended to prevent a restriction to the movement of the engine throttle control linkage that could result in a loss of control of engine power and a forced landing of the helicopter.

DATES: Effective May 25, 1993.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 25, 1993.

Comments for inclusion in the Rules Docket must be received on or before June 14, 1993.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 92-ASW-47, 4400 Blue Mound Road, Fort Worth, Texas 76106.

The service information referenced in this AD may be obtained from: Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 4400 Blue Mound Road, Bldg. 3B, room 158, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Raymond Reinhardt, Aerospace Engineer, FAA, New York Aircraft Certification Office, Propulsion Branch, ANE-174, New England Region, 181 South Franklin Avenue, Valley Stream, New York 11581; telephone (516) 791-7421, fax (516) 791-9024.

SUPPLEMENTARY INFORMATION: Schweizer Aircraft Corporation (Schweizer) recently notified the FAA that an unsafe condition may exist on the Model 269A series helicopters with fuel injected engines; all Model 269A-1 and 269B helicopters; and Model 269C helicopters, with serial numbers (S/N) 0004 through 1480 and 1482 through 1486, equipped with an engine-driven fuel pump drain tube assembly (tube assembly), part number (P/N) 269A8326-95. Field reports indicate that it is possible for the tube assembly, which is not clamped or supported, to move out of position and contact and restrict movement of the throttle control linkage. One in-flight occurrence has been reported. This condition, if not corrected, could result in restriction of the throttle control linkage, which could result in a loss of control of engine power and a forced landing of the helicopter.

The FAA has reviewed and approved Schweizer Service Bulletin B-235.1, dated March 20, 1992, that describes procedures for a one-time inspection of the tube assembly for proper length, a daily check after initial inspection of the tube assembly, and instructions for installing a new longer tube assembly, P/N 269A8326-235, supported with a clamp, P/N MS21333-98, if the present tube length is less than 7.50 inches. It also provides instructions for tightening

a loose unclamped tube assembly to ensure the tube assembly is not interfering with the throttle control linkage.

Since an unsafe condition has been identified that is likely to exist or develop on other Schweizer and Hughes Helicopters, Inc. Model 269 helicopters of the same type design, this AD is being issued to prevent a restriction to the movement of the engine throttle control linkage that could result in a loss of control of engine power and a forced landing of the helicopter. This AD requires inspection of all Model 269 series helicopters equipped with an unclamped tube assembly, P/N 269A8326-95, to ensure the tube assembly is the proper length and is not restricting operation of the engine throttle control linkage. The AD also requires replacement of the unclamped tube assembly with a longer clamped tube assembly within 6 months after the effective date of this AD. The actions are required to be accomplished in accordance with the service bulletin 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 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 should 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 final rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 92-ASW-47." 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 adding the following new airworthiness directive:

AD 93-05-11 Schweizer Aircraft Corporation and Hughes Helicopters, Inc.: Amendment 39-8515. Docket No. 92-ASW-47.

Applicability: Model 269A helicopters with fuel injected engines; all Model 269A-1 and 269B helicopters; and Model 269C helicopters, serial numbers (S/N) 0004 through 1480 and 1482 through 1486; equipped with an engine-driven fuel pump drain tube assembly (tube assembly), part number (P/N) 269A8326-95, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent a restriction to the movement of the engine throttle control linkage that could result in loss of control of engine power due to tube assembly interference, accomplish the following:

(a) Within 5 hours time in service after the effective date of this AD, perform a one-time inspection of the length of the tube assembly, P/N 269A8326-95, in accordance with Part I of Schweizer Aircraft Corporation (Schweizer) Service Bulletin B-235.1, dated March 20, 1992 (SSB). If the tube assembly length is less than 7.50 inches, before next flight, install tube assembly, P/N 269A8326-235, with a clamp, P/N MS21333-98, in accordance with Part III of the SSB.

(b) Within 5 hours time in service after the effective date of this AD, and thereafter at intervals not to exceed 25 hours time in service from the last check, check the tube assembly, P/N 269A8326-95, for security and clearance from the throttle linkage as follows:

(1) Move the throttle linkage from fully open to fully closed and verify that the tube assembly is not loose and does not interfere with movement of the throttle linkage.

(2) If the tube assembly interferes with movement of the throttle linkage, before next flight—

(i) Install tube assembly, P/N 269A8326-235, with a clamp, P/N MS21333-98, in accordance with Part III of the SSB; or

(ii) Secure tube assembly, P/N 269A8326-95, in accordance with Part II b of the SSB and conduct repetitive checks as prescribed by this paragraph.

(3) After the initial check, the repetitive check contained in this paragraph may be performed by the pilot and must be recorded in accordance with FAR 43.9.

(c) Within 6 months after the effective date of this AD, replace the tube assembly, P/N 269A8326-95, with an improved tube assembly, P/N 269A8326-235, and clamp, P/N MS21333-98, in accordance with Part III of the SSB.

(d) Installation of the improved tube assembly, P/N 269A8326-235, and clamp, P/

N MS21333-98, constitutes terminating action for the requirements of this AD.

(e) An alternative method of compliance or adjustment of the compliance time, which provides an acceptable level of safety, may be used when approved by the Manager, New York Aircraft Certification Office, 181 South Franklin Avenue, room 202, Valley Stream, New York 11581. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, New York Aircraft Certification Office.

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

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

(g) The inspections and modifications shall be done in accordance with Schweizer Service Bulletin B-235.1, dated March 20, 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 Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 4400 Blue Mound Road, Bldg. 3B, room 158, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective May 25, 1993.

Issued in Fort Worth, Texas, on March 11, 1993.

Henry A. Armstrong,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 93-10117 Filed 4-29-93; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 92-ANE-56; Amendment 39-8487; AD 93-02-05]

Airworthiness Directives; Textron Lycoming Fuel Injected Reciprocating Opposed Piston Engines

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 Textron Lycoming fuel injected reciprocating opposed piston engines. This action requires inspection, and replacement, if necessary, of the fuel injector fuel lines. This amendment is prompted by reports of failures of fuel injector fuel lines that are missing support clamps. The actions

specified in this AD are intended to prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting in an engine fire.

DATES: Effective June 14, 1993.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 14, 1993.

Comments for inclusion in the Rules Docket must be received on or before June 29, 1993.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 92-ANE-56, 12 New England Executive Park, Burlington, Massachusetts 01803-5299.

The service information referenced in this AD may be obtained from Textron Lycoming, Reciprocating Engine Division, 652 Oliver Street, Williamsport, Pennsylvania 17701. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, Massachusetts; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Nick Minniti, Aerospace Engineer, New York Aircraft Certification Office, ANE-170, FAA, New England Region, 181 South Franklin Street, Valley Stream, New York 11581; telephone 516-791-7421; fax 516-791-9024.

SUPPLEMENTARY INFORMATION: The FAA has received reports of two fatal accidents caused by the failure of fuel injector fuel lines that are routed between the fuel manifold and the injector nozzles on Textron Lycoming TIO-540-S1AD fuel injected reciprocating opposed piston engines.

Investigation of these accidents revealed that the failed fuel injector fuel lines did not have the required support clamps.

On June 5, 1992, the FAA issued priority letter AD 92-12-10, applicable only to Textron Lycoming Model TIO-540-S1AD engines, which requires inspection, and replacement, if necessary, of the fuel injector fuel lines. Since issuance of that priority letter, the FAA has determined that a similar fuel injector fuel line configuration exists on other Textron Lycoming fuel injected engines. Fuel injector fuel line failures, however, have occurred at a lower rate on these other engines. This condition, if not corrected, can result in failure of the fuel injector fuel lines allowing fuel

to spray into the engine compartment, resulting in an engine fire.

The FAA has reviewed and approved the technical contents of Textron Lycoming Service Bulletin (SB) No. 342A, dated May 26, 1992, that describes procedures for inspection, and replacement, if necessary, of the fuel injector fuel lines.

Since an unsafe condition has been identified that is likely to exist or develop on other Textron Lycoming engines of the same type design, this AD is being issued to prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting in an engine fire. This AD requires inspection of the fuel injector fuel lines for missing or damaged clamps. This AD also requires replacement of fuel injector fuel lines that show evidence of visual damage or fuel leakage, or where the supporting clamp is missing or has a loose, worn, or missing support sleeve or cushion. The actions are required to be accomplished in accordance with the service bulletin 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.

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 should 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-ANE-56." 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 adding the following new airworthiness directive:

93-02-05 Textron Lycoming: Amendment 39-8487 Docket 92-ANE-56.

Applicability: Textron Lycoming reciprocating opposed piston engines incorporating fuel injection lines as listed in Textron Lycoming Service Bulletin No. (SB) 342A, dated May 29, 1992, except for Model TIO-540-S1AD engines. Affected engine models are installed on but not limited to Piper PA-24 Comanche, PA-30 and PA-39 Twin Comanche, PA-28 Arrow, and PA-23 Aztec; Beech 60 Duke and 23 Musketeer; Mooney M20; and Cessna 177 Cardinal aircraft.

Note: Engines with an "I" in the prefix of the model designation incorporate fuel injection.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting in an engine fire, accomplish the following:

(a) Within 25 hours time in service after the effective date of this AD, inspect the fuel injector fuel lines between the fuel manifold and the fuel injector nozzles in accordance with Textron Lycoming Service Bulletin No. 342A, dated May 26, 1992.

(b) Prior to further flight, replace any fuel injector fuel line that does not meet all the return to service conditions specified in Textron Lycoming SB No. 342A, dated May 26, 1992.

(c) Thereafter, at each annual inspection, at each 100-hour inspection, at each engine overhaul, and after any maintenance has been performed on the engine where the fuel injector fuel lines have been disconnected, moved, or loosened, reinspect the fuel injector fuel lines in accordance with Textron Lycoming SB No. 342A, dated May 26, 1992, and replace as necessary any fuel injector fuel line that does not meet all the return to service conditions specified in that SB.

(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, New York Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the New York Aircraft Certification Office.

(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 inspection, and replacement, if necessary of the fuel injector fuel lines shall be done in accordance with the following service document:

Document No.	Pages	Date
Textron Lycoming SB No. 342A. Total pages: 31	1-31	May 26, 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 Textron Lycoming Reciprocating Engine Division, 652 Oliver Street, Williamsport, Pennsylvania 17701. Copies may be inspected at the FAA, New England Region, 12 New England Executive Park, Burlington, Massachusetts; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on June 14, 1993.

Issued in Burlington, Massachusetts, on February 24, 1993.

Mark C. Fulmer,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 93-10114 Filed 4-29-93; 8:45 am]
BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 92-NM-219-AD; Amdt. 39-8558; AD 93-08-11]

Airworthiness Directives; Dassault Aviation Model Mystere-Falcon 900 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Dassault Aviation Model Mystere-Falcon 900 series airplanes, that requires modification of the upper part of frame 30 in the stiffener area between stringers 7 and 8. This amendment is prompted by the results of fatigue tests, which revealed cracking in the upper part of frame 30. The actions specified by this AD are intended to prevent fatigue cracking, which could lead to reduced structural integrity of the fuselage.

DATES: Effective June 1, 1993.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 1, 1993.

ADDRESSES: The service information referenced in this AD may be obtained from Falcon Jet Corporation, Customer Support Department, Teterboro Airport, Teterboro, New Jersey 07608. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW.,

Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.
FOR FURTHER INFORMATION CONTACT: Greg Holt, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2140; fax (206) 227-1320.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations to include an airworthiness directive (AD) that is applicable to certain Dassault Aviation Model Mystere-Falcon 900 series airplanes was published in the Federal Register on February 2, 1993 (58 FR 6742). That action proposed to require modification of the upper part of frame 30 in the stiffener area between stringers 7 and 8.

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

The commenter supports the proposed rule. After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 7 airplanes of U.S. registry will be affected by this AD, that it will take approximately 29 work hours per airplane to accomplish the required actions, and that the average labor rate is \$55 per work hour. Required parts will be provided by the manufacturer at no cost to operators. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$11,165, or \$1,595 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:

93-08-11 Dassault Aviation: Amendment 39-8558. Docket 92-NM-219-AD.

Applicability: Model Mystere-Falcon 900 series airplanes; serial numbers 1 through 14, inclusive; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent reduced structural integrity of the fuselage, accomplish the following:

(a) For airplanes having serial number 1: Prior to the accumulation of 3,750 total landings, or within 6 months after the effective date of this AD, whichever occurs later, modify the upper part of frame 30 in the stiffener area between stringers 7 and 8, in accordance with Dassault Aviation F900-93 Service Bulletin F900-53-14 and Appendix 1 to that service bulletin, both dated July 8, 1992.

(b) For airplanes having serial numbers 2 through 14, inclusive: Modify the upper part of frame 30 in the stiffener area between stringers 7 and 8, in accordance with Dassault Aviation F900-93 Service Bulletin F900-53-14 and Appendix 1 to that service bulletin, both dated July 8, 1992; and at the later of the times specified in paragraphs (b)(1) and (b)(2) of this AD.

(1) Prior to the accumulation of 3,750 total landings, or within 6 years since date of manufacture, whichever occurs first.

(2) Within 6 months after the effective date of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, 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, Standardization Branch, ANM-113.

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

(d) 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.

(e) The modification shall be done in accordance with Dassault Aviation F900-93 Service Bulletin F900-53-14 and Appendix 1 to that service bulletin, both dated July 8, 1992. (Note: Appendix 1 contains pages 101 through 109.) 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 Falcon Jet Corporation, Customer Support Department, Teterboro Airport, Teterboro, New Jersey 07608. 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.

(f) This amendment becomes effective on June 1, 1993.

Issued in Renton, Washington, on April 20, 1993.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 93-10113 Filed 4-29-93; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 92-NM-178-AD; Amdt. 39-8539; AD 93-07-07]

Airworthiness Directives; Fokker Model F28 Mark 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, that requires an inspection of the auxiliary power unit (APU) fuel supply tube assembly to determine minimum clearance between the tube and the adjacent airplane structure, and replacement of the assembly, if necessary. This amendment is prompted by a report that the currently installed APU fuel supply tube shroud is positioned such that it can come in contact with the airplane structure. The actions specified by this AD are intended to prevent chafing in

the area of the shroud and subsequent leaking from the fuel line couplings and the shroud, which could result in a fire within the rear fuselage area.

DATES: Effective June 1, 1993.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 1, 1993.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Tim Dulin, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2141; fax (206) 227-1320.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations to include an airworthiness directive (AD) that is applicable to certain Fokker Model F28 Mark 0100 series airplanes was published in the Federal Register on October 21, 1992 (57 FR 48003). That action proposed to require an inspection of the auxiliary power unit (APU) fuel supply tube assembly to determine minimum clearance between the tube and the adjacent airplane structure, 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.

One commenter requests that the compliance time for replacement of the APU fuel supply tube assembly, as would be required by paragraph (a)(1) of the proposal, be revised from the proposed compliance time of prior to further flight. The commenter suggests the following schedule: replacement within three months, if the shroud is not chafed through, but is touching the structure; and replacement within six months, if the shroud is not touching structure, but is within 3 mm of the structure. The commenter states that such scheduling is consistent with Fokker Service Bulletin SBF100-28-022, Revision 1, dated June 22, 1992,