

otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent high torsional vibration from occurring, which can damage the main landing gear (MLG) assembly and lead to its collapse, accomplish the following:

(a) Within 24 months after the effective date of this AD, either replace or modify the MLG hydraulic damper assembly, in accordance with the procedures specified as either "Option 1" or "Option 2," respectively, in McDonnell Douglas Service Bulletin DC9-32-289, dated March 7, 1996.

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

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

(d) The actions shall be done in accordance with McDonnell Douglas Service Bulletin DC9-32-289, dated March 7, 1996. 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, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). 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, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on November 11, 1996.

Issued in Renton, Washington, on September 30, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-25576 Filed 10-9-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-240-AD; Amendment 39-9776; AD 96-20-10]

RIN 2120-AA64

Airworthiness Directives; Lockheed Model L-1011-385 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 Lockheed Model L-1011-385 series airplanes. This action requires inspections to detect cracking of the canted pressure bulkhead at fuselage station (FS) 1212, and inspections to detect cracking of the web at the fastener rows of the vertical stiffener-to-web; and repair or replacement of the web with a new web, if necessary. This amendment is prompted by a report of fatigue cracking of the canted pressure bulkhead at FS 1212. The actions specified in this AD are intended to detect and correct such fatigue cracking, which could result in blowout of a panel between adjacent stiffeners and consequent cabin depressurization.

DATES: Effective October 25, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 25, 1996.

Comments for inclusion in the Rules Docket must be received on or before December 9, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-240-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Lockheed Aeronautical Systems Support Company (LASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta

Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Curtis Jackson, Aerospace Engineer, Airframe Branch, ACE-117A, FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7358; fax (404) 305-7348.

SUPPLEMENTARY INFORMATION: The FAA received a report indicating that fatigue cracking was found of the canted pressure bulkhead at fuselage station (FS) 1212 on a Lockheed Model L-1011-385 series airplane that had accumulated 31,749 total landings. Three vertical cracks, each approximately 11 inches long, were found in the areas of left buttock line (LBL) 30.0, LBL 10.0, and right buttock line (RBL) 22.5 along the fastener rows of the vertical stiffener-to-web. Subsequently, another operator found similar fatigue cracking on two other airplanes. Such fatigue cracking, if not detected and corrected in a timely manner, could result in blowout of a panel between adjacent stiffeners and consequent cabin depressurization.

Explanation of Relevant Service Information

The FAA has reviewed and approved Lockheed L-1011 Service Bulletin 093-53-277, dated July 2, 1996, which describes procedures for repetitive close visual inspections to detect cracking of the entire aft surface of the canted pressure bulkhead at FS 1212 between LBL 103 and RBL 103, and repetitive optical inspections to detect cracking of the web at the fastener rows of the vertical stiffener-to-web; and repair or replacement of the web with a new web, if necessary.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other Lockheed Model L-1011-385 series airplanes of the same type design, this AD is being issued to detect and correct fatigue cracking of the canted pressure bulkhead at FS 1212, which could result in blowout of a panel between adjacent stiffeners and consequent cabin depressurization. This AD requires repetitive close visual inspections to detect cracking of the entire aft surface of the canted pressure bulkhead at FS 1212 between LBL 103

and RBL 103, and repetitive optical inspections to detect cracking of the web at the fastener rows of the vertical stiffener-to-web; and repair or replacement of the web with a new web, if necessary. The inspections, certain repairs, and replacement are required to be accomplished in accordance with the service bulletin described previously. Other repairs are required to be accomplished in accordance with a method approved by the FAA.

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

Determination of Rule's Effective Date

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 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 rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to

Docket Number 96-NM-240-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

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 that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. 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 part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

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

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

96-20-10 Lockheed: Amendment 39-9776. Docket 96-NM-240-AD.

Applicability: Model L-1011-385 series airplanes; serial numbers 1013 through 1250 inclusive; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability

provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct fatigue cracking of the canted pressure bulkhead at fuselage station (FS) 1212, which could result in blowout of a panel between adjacent stiffeners and consequent cabin depressurization, accomplish the following:

(a) Prior to the accumulation of 20,000 total landings, or within 60 days after the effective date of this AD, whichever occurs later: Perform a close visual inspection to detect cracking of the entire aft surface of the canted pressure bulkhead at FS 1212 between left buttock line (LBL) 103 and right buttock line (RBL) 103; and perform an optical inspection using a borescope or other optical device to detect cracking of the web at the fastener rows of the vertical stiffener-to-web; in accordance with Lockheed L-1011 Service Bulletin 093-53-277, dated July 2, 1996. Thereafter, repeat these inspections at intervals not to exceed 1,000 landings.

(b) If any cracking is found during any inspection required by paragraph (a) of this AD, prior to further flight, accomplish either paragraph (b)(1) or (b)(2) of this AD.

(1) Accomplish either paragraph (b)(1)(i) or (b)(1)(ii) of this AD, as applicable.

(i) If the cracking is found in an area that is specified in Lockheed Repair Drawing LCC-7622-385, repair in accordance with the service bulletin. Accomplishment of a repair constitutes terminating action for the repetitive inspections required by paragraph (a) of this AD at the repaired location. Or

(ii) If the cracking is found in an area that is not specified in Lockheed Repair Drawing LCC-7622-385, repair in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

(2) Replace the entire web with a new web in accordance with the service bulletin. Such replacement constitutes terminating action for the repetitive inspections required by paragraph (a) 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, Atlanta ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

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

(e) The actions shall be done in accordance with Lockheed Service Bulletin 093-53-277, dated July 2, 1996. 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 Lockheed Aeronautical Systems Support Company (LASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on October 25, 1996.

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

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-25305 Filed 10-9-96; 8:45 am]

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14 CFR Part 39

[Docket No. 96-SW-25-AD; Amendment 39-9779; AD 96-18-22]

RIN 2120-AA64

Airworthiness Directives; Robinson Helicopter Company Model R44 Helicopters

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) 96-18-22 which was sent previously to all known U.S. owners and operators of Robinson Helicopter Company (Robinson) Model R44 helicopters by individual letters. This AD requires an inspection of the mating surfaces of the main rotor gearbox (gearbox) components for pitting, elongated bolt holes, or machining grooves, and replacement of the gearbox if elongated bolt holes, machining grooves, or an improper amount of pitting is discovered; and replacement of the 18 bolts and washers that attach the gear to the gear carrier assembly (gear carrier). This amendment is prompted by an inflight failure of the gearbox on a French-registered Model R44 helicopter that resulted in an accident. The actions

specified by this AD are intended to prevent loosening of the bolts securing the gear to the gear carrier, which could lead to fatigue failure of the gear carrier within the gearbox, and subsequent loss of power to the main rotor which could lead to a forced landing.

DATES: Effective October 25, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 96-18-22, issued on August 29, 1996, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before December 9, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-SW-25-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

The referenced service information may be obtained from Robinson Helicopter Company, 2901 Airport Drive, Torrance, California 90506.

FOR FURTHER INFORMATION CONTACT: Ms. Elizabeth Bumann, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712; telephone (310) 627-5265, fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: On August 29, 1996, the FAA issued priority letter AD 96-18-22, applicable to Robinson Model R44 helicopters, which requires an inspection of the mating surfaces of the gearbox components for pitting, elongated bolt holes, or machining grooves, and replacement of the gearbox if elongated bolt holes, machining grooves, or an improper amount of pitting is discovered; and replacement of the 18 bolts and washers that attach the gear to the gear carrier. That action was prompted by inflight failure of the gearbox on a French-registered Model R44 helicopter that resulted in an accident. An inspection of the gearbox revealed that the 18 bolts securing the gear, part number (P/N) C146-3, to the gear carrier, P/N C268-2, had lost clamping torque due to the differences in the mating surface finish of these components. As the rough surface of the gear seated into the smoother surface of the gear carrier, the bolts lost clamping torque, resulting in fretting and failure of the gear carrier. Inspections of two other gearboxes that were returned to the manufacturer for overhaul and maintenance revealed that the bolts securing the gear to the gear carrier had also lost clamping torque. Prior to October 31, 1995, Robinson did not have a requirement in their receiving inspections to verify that the surface finish of the gear was completed in

accordance with the type design. As a result, gears have been found to have an improper surface finish. This condition, if not corrected, could result in loosening of the bolts securing the gear to the gear carrier, which could lead to fatigue failure of the gear carrier within the gearbox, and subsequent loss of power to the main rotor which could lead to a forced landing.

Since the unsafe condition described is likely to exist or develop on other Robinson Model R44 helicopters of the same type design, the FAA issued priority letter AD 96-18-22 to prevent fatigue failure of the gear carrier within the gearbox, and subsequent loss of power to the main rotor which could lead to a forced landing. The AD requires, before further flight, an inspection of the gearbox components for pitting, elongated holes, or machining grooves (which appear similar to grooves on a phonograph record) that can be felt with a fingernail, and replacement of the gearbox with an airworthy gearbox if pits greater than 0.001-inch deep, elongated holes, or machining grooves are discovered on a mating surface; and replacement of the 18 bolts and washers that attach the gear to the gear carrier with NAS6606-5 bolts and spacers, P/N C130-29.

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 letters issued on August 29, 1996 to all known U.S. owners and operators of Robinson Model R44 helicopters. These conditions still exist, and the AD is hereby published in the Federal Register as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) 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 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