

Note 14: The modifications required by paragraphs (d) and (e) of this AD do not terminate the inspection requirements of any other AD unless that AD specifies that any such modification constitutes terminating action for those specified inspection requirements.

(f) For Model DC-9-10, -20, -30, -40, -50, and C-9 (military) series airplanes: Prior to

the accumulation of 100,000 total landings, accomplish the modifications specified in McDonnell Douglas DC-9 Service Bulletin 53-230, Revision 1, dated January 12, 1993. Accomplishment of these modifications constitute terminating action for the inspections required by AD 88-24-08 R2, amendment 39-6469.

(g) The McDonnell Douglas service bulletins that are listed below, are addressed in the following separate rulemaking actions. Therefore, the actions specified in these service bulletins that are referenced in the following tables of SARD, Revision A or Revision B, are excluded from the requirements of this AD.

Table(s)	McDonnell Douglas Service Bulletin	AD No.	Amendment No.
3.1	DC-9 Service Bulletin 54-30	77-14-19	39-2971
2.1	DC-9 Service Bulletin 27-196	92-11-10	39-8260
2.1	DC-9 Service Bulletin 27-250	92-11-10	39-8260
2.1 and 2.2	MD-80 Service Bulletin 53-186	94-08-04	39-8875
2.2	MD-80 Service Bulletin 53-216	94-08-04	39-8875
2.1	DC-9 Service Bulletin 57-125	96-01-05	39-9481
2.3	DC-9 Service Bulletin 57-148	96-01-05	39-9481

(h) 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 15: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(i) Alternative methods of compliance previously granted for AD 90-18-03, amendment 39-6701, continue to be considered as acceptable alternative methods of compliance for the relevant provisions of this amendment.

(j) 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.

(k) The inspections and modifications shall be done in accordance with "DC-9/MD-80 Aging Aircraft Service Action Requirements Document," McDonnell Douglas Report No. MDC K1572, Revision A, dated June 1, 1990; and in accordance with "DC-9/MD-80 Aging Aircraft Service Action Requirements Document," McDonnell Douglas Report No. MDC K1572, Revision B, dated January 15, 1993, which contains the following list of effective pages:

Page No.	Revision letter shown on page	Date shown on page
List of Effective Pages. Pages xi and xii.	B	January 15, 1993.

The incorporation by reference of "DC-9/MD-80 Aging Aircraft Service Action Requirements Document," McDonnell Douglas Report No. MDC K1572, Revision A, dated June 1, 1990, was approved previously by the Director of the Federal Register in

accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of September 24, 1990 (55 FR 34704, August 24, 1990). The incorporation by reference of "DC-9/MD-80 Aging Aircraft Service Action Requirements Document," McDonnell Douglas Report No. MDC K1572, Revision B, dated January 15, 1993, is 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 90712; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(l) This amendment becomes effective on June 20, 1996.

Issued in Renton, Washington, on May 8, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-12020 Filed 5-15-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-CE-20-AD; Amendment 39-9619; AD 96-10-12]

RIN 2120-AA64

Airworthiness Directives; Aviat Aircraft, Inc. Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B Airplanes (Formerly Known as Pitts Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B Airplanes)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Aviat Aircraft, Inc. (Aviat) Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B airplanes that are equipped with a flight control stick with a wall thickness of .035 inch. This action requires repetitively inspecting the flight control stick for cracks, and replacing any cracked flight control stick with one with a wall thickness of .058 inch. An incident on an Aviat Model S-2A airplane where the flight control stick fractured in flight prompted this action. The actions specified by this AD are intended to prevent the inability to maneuver the airplane because of a cracked flight control stick, which, if not detected and corrected, could result in loss of control of the airplane.

DATES: Effective June 7, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 7, 1996.

Comments for inclusion in the Rules Docket must be received on or before July 19, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-20-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Aviat Aircraft, Inc., The Airport-Box 1240, South Washington Street, Afton, Wyoming 83110. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-20-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or

at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Roger Caldwell, Aerospace Engineer, FAA, Denver Aircraft Certification Office, 5440 Roslyn Street, suite 133, Denver, Colorado 80216; telephone (303) 286-5683; facsimile (303) 286-5689.

SUPPLEMENTARY INFORMATION:

Events Leading to This Action

The FAA has received a report of the flight control stick fracturing in flight on an Aviat Model S-2A airplane. Analysis of the fractured flight control stick revealed fatigue cracking at the upper weld above the pivot bearing. The flight control stick in the referenced incident had a wall thickness of .035-inch. If not detected and corrected, a cracked flight control stick could result in the inability to maneuver the airplane with subsequent loss of control of the airplane.

Aviat has issued Service Bulletin (SB) No. 23, dated March 29, 1996, which specifies procedures for (1) Inspecting, using dye penetrant methods, the .035-inch wall thickness flight control stick; and (2) installing a flight control stick with a wall thickness of .058 inch.

The affected airplane had accumulated 2,015 hours time-in-service (TIS) when the incident occurred. The FAA has determined that cracking in this area can develop after 1,000 hours TIS accumulated on a .035-inch wall thickness flight control stick. All Model S-2A airplanes and some Model S-2S airplanes were equipped with a .035-inch wall thickness flight control stick at manufacture. Models S-1S, S-1T, S-2, S-2B and certain Model S-2S airplanes were manufactured with control sticks with a wall thickness greater than .035 inch, but could have .035-inch flight control sticks installed through FAA-approved field modification.

After examining the circumstances and reviewing all available information related to the incident described above, the FAA has determined that (1) flight control sticks with a wall thickness of .035 inch should be repetitively inspected for cracking after 1,000 hours TIS; and (2) AD action should be taken to prevent the inability to maneuver the airplane because of a cracked flight control stick, which, if not detected and corrected, could result in loss of control of the airplane.

Explanation of the Provisions of the AD

Since an unsafe condition has been identified that is likely to exist or

develop in other Aviat S-1S, S-1T, S-2, S-2A, S-2S, and S-2B airplanes of the same type design that are equipped with a .035-inch wall thickness flight control stick, this AD requires repetitively inspecting the affected flight control stick for cracks, and replacing any cracked flight control stick with one with a wall thickness of .058 inch. This action also allows the option of installing a .058-inch wall thickness flight control stick as terminating action for the repetitive inspection requirement if cracks were not found. Accomplishment of the required actions are in accordance with Aviat SB No. 23, dated March 29, 1996.

Since a situation exists (possible inability to maneuver the airplane with subsequent loss of control of the airplane) that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior 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 immediate flight safety and, thus, was not preceded by notice and opportunity to 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 above. 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 No. 96-CE-20-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 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 (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

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 a new airworthiness directive (AD) to read as follows:

96-10-12 Aviat Aircraft, Inc.: Amendment 39-9619; Docket No. 96-CE-20-AD.

Applicability: Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B airplanes (formerly known as Pitts Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B airplanes), all serial numbers, certificated in any category, that are

equipped with a flight control stick with a wall thickness of .035 inch.

Note 1: All Model S-2A airplanes and some Model S-2S airplanes were equipped with a .035-inch wall thickness flight control stick at manufacture. Models S-1S, S-1T, S-2, S-2B and certain Model S-2S airplanes were manufactured with control sticks with a wall thickness greater than .035 inch, but could have .035-inch flight control sticks installed through FAA-approved field modification.

Note 2: 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 (d) 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 initially upon accumulating 1,000 hours time-in-service (TIS) or within the next 25 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter as indicated in the body of this AD.

To prevent the inability to maneuver the airplane because of a cracked control stick, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Inspect, using dye penetrant methods, the .035-inch wall thickness flight control stick for cracking in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Aviat Service Bulletin (SB) No. 23, dated March 29, 1996.

Note 3: Aviat SB No. 23, dated March 29, 1996, only references the Model S-2A airplanes. The procedures included in this service bulletin should be utilized for all of the airplanes affected by this AD.

(1) If cracking is found, prior to further flight, replace the .035-inch wall thickness flight control stick with one with a .058 inch wall thickness in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Aviat SB No. 23, dated March 29, 1996.

(2) If no cracks are found, reinspect at intervals not to exceed 50 hours TIS. If cracking is found during any repetitive inspection, prior to further flight, accomplish the replacement specified in paragraph (a)(1) of this AD.

(b) Replacing the .035-inch wall thickness flight control stick with one with a .058-inch wall thickness in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Aviat SB No. 23, dated March 29, 1996, is considered terminating action for the repetitive inspection requirement of this AD. This replacement may be accomplished at any time, and must be accomplished prior to further flight if cracking is found as required by paragraph (a)(1) of this AD.

(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) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Denver Aircraft Certification Office, 5440 Roslyn Street, suite 133, Denver, Colorado 80216. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Denver ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Denver ACO.

(e) The inspection and replacement (if necessary) required by this AD shall be done in accordance with Aviat Service Bulletin No. 23, dated March 29, 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 Aviat Aircraft, Inc., The Airport-Box 1240, South Washington Street, Afton, Wyoming 83110. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment (39-9619) becomes effective on June 7, 1996.

Issued in Kansas City, Missouri, on May 8, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-12137 Filed 5-15-96; 8:45 am]

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14 CFR Part 39

[Docket No. 95-NM-191-AD; Amendment 39-9623; AD 96-10-16]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas MD-11 Series Airplane

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model MD-11 series airplanes, that requires inspections to detect damage of the sidewall vent box diaphragms, and repair, if necessary. This amendment also requires the eventual installation of stops on the vent box diaphragm, which terminates the inspection requirements of the AD. This amendment is prompted by reports

of damage to sidewall vent box diaphragms, which can result in non-functional diaphragms during a rapid decompression. The actions specified by this AD are intended to prevent buckling of the floor beams due to insufficient air flow of the cabin sidewall vent box diaphragms during rapid decompression, and consequent reduction in the controllability of the airplane.

DATES: Effective June 20, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 20, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). 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, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Andrew Gfrerer, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5338; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION:

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model MD-11 series airplanes was published in the Federal Register on February 21, 1996 (61 FR 6581). That action proposed to require repetitive inspections to detect damage of the sidewall vent box assemblies. Initially, that action proposed to permit continued flight if only a certain number of assemblies are found to be damaged. However, once that number is exceeded, the damaged assemblies would be required to be modified, prior to further flight, until the remaining number of damaged assemblies does not exceed a certain number. That amendment also proposed to require the eventual installation of stop pads for all vent box diaphragms and reidentification of the assemblies,