

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Proposed Advisory Circular (AC) 120-XX, Repair Assessment of Pressurized Fuselages**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed advisory circular.

SUMMARY: This notice invites public comment on a proposed Advisory Circular (AC) which provides guidance as to acceptable means of accomplishing the requirements of a proposed rule on the subject of repair assessment of pressurized fuselages published elsewhere in the issue of the **Federal Register**

DATES: Comments must be received on or before April 2, 1998.

ADDRESSES: Send all comments on the proposed AC to: Dorenda Baker, Manager, Aging Aircraft Program, ANM-109, FAA Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave SW., Renton, WA 98055-4056. Comments may be examined at the above address between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Pat Siegrist, Regulations Branch, ANM-114, FAA Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-2126.

SUPPLEMENTARY INFORMATION:**Comments Invited**

A copy of the subject AC may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. Interested persons are invited to comment on the

proposed AC by submitting such written data, views, or arguments as they may desire. Commenters must identify the title of the AC and submit comments in duplicate to the address specified above. All comments received on or before the closing date for comments will be considered by the Transport Airplane Directorate before issuing the final AC.

Discussion

Advisory Circular (AC) 120-xx, Repair Assessment of Pressurized Fuselages, has been written to provide guidance on how to incorporate FAA-approved repair assessment guidelines into an operator's FAA-approved maintenance or inspection program as proposed in [insert notice number], published elsewhere in this issue of the Federal Register. The draft AC provides proposed guidance as to acceptable means of accomplishing the requirements of the rule. The following is a summary of the contents of the AC:

1. Repair Assessment Process.

Assessment of existing repairs installed on the fuselage pressure boundary of affected airplanes will establish a damage-tolerance based structural inspection program and replacement times, where needed. Utilizing the repair assessment guidelines developed by the manufacturers of the affected airplanes, two principle techniques have been identified that can be used to accomplish the repair assessment.

2. Implementation. The proposed rule would require the repair assessment guidelines to be approved by the Aircraft Certification Office having cognizance over the type certificate for the affected airplane. The means by which the repair assessment guidelines would be incorporated into the FAA-approved maintenance or inspection program would be subject to the approval of the certificate holder's principle maintenance inspector (PMI)

or other cognizant airworthiness inspector.

3. Recommended schedule for accomplishing the repair assessment. The repair assessment activity should be completed in accordance with the schedule in the FAA Approved Repair Assessment Guidelines for each of the affected airplanes. Any necessary corrective actions to be taken as a result of the evaluation would be incorporated into the FAA-approved maintenance or inspection program.

4. New Repairs. The operator would have to assess new repairs using the assessment guidelines, unless the new repairs are accomplished according to structural repair manuals, or any other equivalent method that incorporates damage tolerance methods of design and evaluation. The aircraft manufacturers of the affected models are updating their structural repair manuals to address damage tolerance methodology. FAA Advisory Circular 25.1529-1, "Instructions for Continued Airworthiness of Structural Repairs on transport Airplanes," provides guidance for installing new damage tolerance based repairs.

5. Sale and Transfer of Airplanes. Before an airplane is added to an operator's operations specifications, a program for accomplishment of the repair assessment should be established.

6. Repairs to Structural Modification Certified by a Supplemental Type Certificate (STC). The operator would need to establish a repair assessment program for structure modified by an STC.

Issued in Washington, D.C. on December 22, 1997.

Thomas E. McSweeney,

Director, Aircraft Certification Service.

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