

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 AlliedSignal Engines, 111 South 34th Street, Phoenix, AZ 85072; telephone (602) 365-2493, fax (602) 365-2210. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(f) This amendment becomes effective on April 29, 1996.

Issued in Burlington, Massachusetts, on February 2, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-4242 Filed 2-28-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 96-NM-02-AD; Amendment 39-9526; AD 96-03-02 R1]

Airworthiness Directives; Boeing Model 767 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment clarifies information in an existing airworthiness directive (AD), applicable to certain Boeing Model 767 series airplanes, that currently requires inspections to detect cracking and corrosion of the aft trunnion of the outer cylinder of the main landing gear (MLG) and various follow-on actions. That amendment also provides for termination of the inspections by repairing the outer cylinder and installing new aft trunnion bushings. The actions specified in that AD are intended to prevent the collapse of the MLG due to fracture of the aft trunnion outer cylinder. This amendment clarifies an inspection requirement of that AD. This amendment is prompted by communications received from affected operators that certain of the current requirements of the AD are unclear.

DATES: Effective February 16, 1996.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of February 16, 1996 (61 FR 3552, February 1, 1996).

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane

Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the Federal Aviation Administration (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:

James G. Rehrl, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2783; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: On January 22, 1996, the FAA issued AD 96-03-02, amendment 39-9497 (61 FR 3552, February 1, 1996), which is applicable to certain Boeing Model 767 series airplanes. That AD requires various inspections to detect cracking and corrosion of the aft trunnion and various follow-on actions. That AD also provides operators with the option of terminating the requirement for the repetitive inspections by repairing the outer cylinder, and replacing the aft trunnion and crossbolt bushings with new bushings. That action was prompted by a report of the collapse of the right main landing gear (MLG) due to fracture of the aft trunnion outer cylinder. The actions required by that AD are intended to prevent the collapse of the MLG due to stress corrosion cracking of the aft trunnion of the outer cylinder.

Since the issuance of that AD, the FAA has received communications from some affected operators questioning the inspection requirements of paragraph (a) of the AD. That paragraph states that operators are to perform the inspections described in "Part 3 of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995." The operators question whether "Part 3" is a typographical error that should have read "paragraph III."

The FAA finds that clarification is necessary. Paragraph III of Boeing Alert Service Bulletin 767-32A0151 is entitled "Accomplishment Instructions." Within paragraph III are five separate parts, entitled "Parts 1, 2, 3, 4, and 5," each of which describes various inspection procedures and follow-on actions.

The FAA's intent in AD 96-03-02 was to require that operators perform all of the inspections (and follow-on actions) described in Parts 1, 2, 3, 4, and 5, of paragraph III, "Accomplishment Instructions," of the referenced service

bulletin. The **SUPPLEMENTARY INFORMATION** section of the preamble to that AD correctly described all of the inspections contained in Parts 1, 2, 3, 4, and 5, of paragraph III of the service bulletin, as those inspections that would be required by the AD. However, the wording of paragraph (a) of AD 96-03-02 inadvertently was published as, "Perform the inspections described in Part 3 of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-32A0151 * * *." With this wording, operators may incorrectly interpret paragraph (a) as requiring the accomplishment of only the inspections that are described in Part 3 of paragraph III of the service bulletin. Such misinterpretation could result in operators failing to perform the required inspections that are described in Parts 1, 2, 4, and 5, of paragraph III.

Since it is obvious that, currently, the requirements of AD 96-03-02 are not clearly worded, the FAA has determined that the wording of paragraph (a) of the AD must be revised to clarify the required actions. This action revises paragraph (a) to state that operators must perform all of the inspections described in paragraph III, "Accomplishment Instructions," of the Boeing alert service bulletin.

Action is taken herein to clarify these requirements of AD 96-03-02 and to correctly add the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The final rule is being reprinted in its entirety for the convenience of affected operators. The effective date remains February 16, 1996.

Since this action only clarifies a current requirement, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Correction

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 removing amendment 39-9497 (61 FR 3552, February 1, 1996), and by adding a new airworthiness directive (AD), amendment 39-9526, to read as follows:

96-03-02 R1 Boeing: Amendment 39-9526. Docket 96-NM-02-AD. Revises AD 96-03-02, Amendment 39-9497.

Applicability: Model 767 series airplanes having line numbers 001 through 609, on which the terminating action described in paragraph (e) of this AD has not been accomplished; 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 (g) 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 the collapse of the main landing gear (MLG) due to stress corrosion cracking of the aft trunnion of the outer cylinder, accomplish the following:

(a) Perform the inspections described in paragraph III, Accomplishment Instructions, of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995, to detect cracking and corrosion of the aft trunnion of the outer cylinder of the MLG at the time specified in paragraph (a)(1), (a)(2), or (a)(3) of this AD, as applicable. These inspections are to be accomplished in accordance with Figure 1 of that alert service bulletin. Repeat these inspections thereafter at the intervals specified in that alert service bulletin. To determine the category in which an airplane falls, the age of the outer cylinder of the MLG is to be calculated as of the effective date of this AD. For airplanes on which the age of the right MLG differs from the age of the left MLG, an operator may place the airplane into a category that is the higher (numerically) of the two categories to ease its administrative burden, and to simplify the recordkeeping requirements imposed by this AD. Once the category into which an airplane falls is determined, operators must obtain approval from the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, to move that airplane into another category.

Note 2: The broken (dash) lines used in Figure 1 of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995, denote "go to" actions for findings of

discrepancies detected during any of the inspections required by this AD.

Note 3: Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995, refers to Boeing Alert Service Bulletin 767-32A0148, dated December 21, 1995, for procedures to repair the outer cylinder and replace the bushings in the outer cylinder of the MLG with new bushings.

(1) For airplanes identified as Category 3 in paragraph I.C. of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995: Perform the initial inspections within 30 days after the effective date of this AD.

(2) For airplanes identified as Category 2 in paragraph I.C. of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995: Perform the initial inspections within 90 days after the effective date of this AD.

(3) For airplanes identified as Category 1 in paragraph I.C. of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995: Perform the initial inspections prior to the accumulation of 2½ years since the MLG outer cylinder was new or overhauled, or within 150 days after the effective date of this AD, whichever occurs later.

(b) If no cracking or corrosion is detected, accomplish the follow-on actions described in the Boeing Alert Service Bulletin 767-32A0151, November 30, 1995, at the time specified in the alert service bulletin. These follow-on actions are to be accomplished in accordance with that alert service bulletin.

(c) If any cracking is detected, prior to further flight, replace the outer cylinder with a new or serviceable outer cylinder in accordance with Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995.

(d) If any corrosion is detected, accomplish the follow-on actions at the time specified in the "Corrosion Flowchart," in Figure 1 of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995. The follow-on actions are to be accomplished in accordance with that alert service bulletin.

(e) Repair of the outer cylinder and replacement of the bushings in the aft trunnion and crossbolt of the MLG with new bushings in accordance with Boeing Alert Service Bulletin 767-32A0148, dated December 21, 1995, constitute terminating action for the inspection requirements of this AD, and for the requirements of AD 95-19-10, amendment 39-9372, and AD 95-20-51, amendment 39-9398. Boeing Alert Service Bulletin 767-32A0148, dated December 21, 1995, refers to Component Maintenance Manual (CMM) 32-11-40. Operators should note that, although the CMM specifies plugging the aft trunnion lubrication fitting with a rivet, this AD does not require plugging the lube fitting to terminate the requirement of this AD, AD 95-19-10, or AD 95-20-51.

(f) Accomplishment of the requirements of this AD is considered acceptable for compliance with AD 95-19-10, amendment 39-9372, and AD 95-20-51, amendment 39-9398.

(g) 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 ACO. 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(h) 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.

(i) The actions shall be done in accordance with Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995, and Boeing Alert Service Bulletin 767-32A0148, dated December 21, 1995. This incorporation by reference 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 February 16, 1996 (61 FR 3552, February 1, 1996). 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.

(j) This amendment is effective on February 16, 1996.

Issued in Renton, Washington, on February 22, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-4507 Filed 2-28-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 67

[Docket No. 27890]

RIN 2120-AF42

Medical Standards and Certification

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; disposition of comments.

SUMMARY: On September 9, 1994, the Federal Aviation Administration (FAA) issued an emergency final rule amending the general medical standard for first-, second-, and third-class airman medical certificates. The FAA, in the same document, sought public comment on the final rule. This document disposes of the comments received in response to that rule.