

To prevent collapse of the NLG due to cracking of the hinge pins, accomplish the following:

(a) Perform a dye penetrant inspection to detect cracking in the hinge pins of the NLG in accordance with Avions de Transport Regional Service Bulletin ATR72-32-1021, dated January 17, 1994, at the time specified in either paragraph (a)(1) or (a)(2) or this AD, as applicable.

(1) For airplanes that have accumulated 10,000 total landings or more as of the effective date of this AD: Within 1,000 landings after the effective date of this AD.

(2) For airplanes that have accumulated less than 10,000 total landings as of the effective date of this AD: Within 1,500 landings after the effective date of this AD.

(b) If no cracking is found, prior to further flight, reinstall that hinge pin in accordance with Avions de Transport Regional Service Bulletin ATR72-32-1021, dated January 17, 1994.

(c) If cracking is found, prior to further flight, install a new hinge pin or a pin that has been previously inspected and found to be crack-free, in accordance with the Avions de Transport Regional Service Bulletin ATR72-32-1021, dated January 17, 1994.

(d) As of the effective date of this AD, no hinge pin manufactured by Nardi having part number D56867 and any serial number beginning with the letter "N," shall be installed on the NLG of any airplane, unless that pin has been previously inspected and has been found to be crack-free, in accordance Avions de Transport Regional Service Bulletin ATR72-32-1021, dated January 17, 1994.

(e) 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(f) 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.

Issued in Renton, Washington, on March 16, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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DEPARTMENT OF DEFENSE

Department of the Air Force

32 CFR Part 855

RIN 0701-AA42

Civil Aircraft Use of United States Air Force Airfields

AGENCY: Department of the Air Force, DOD.

ACTION: Proposed rule.

SUMMARY: The Department of the Air Force is proposing to revise its regulations on civil aircraft use of United States Air Force airfields to reflect current policies and statutes. This revision establishes responsibilities and prescribes procedures for requesting and granting civil aircraft access to Air Force airfields. The public is invited to participate in this rulemaking by submitting comments to the point of contact listed under ADDRESSES. On September 24, 1993, the Air Force published, at 58 FR 49951, what is now subpart A of this proposed rule for comment. That proposed rule is hereby canceled and comments will be accepted on the version contained in this proposed rule in place of that previous version.

DATES: Comments must be received no later than May 22, 1995.

ADDRESSES: Comments should be submitted to HQ USAF/XOBC, Attn: Mrs. R.A. Young, 1480 Air Force Pentagon, Room 5C966, Washington DC 20330-1480.

FOR FURTHER INFORMATION CONTACT: Mrs. R.A. Young, 703 697-5967.

SUPPLEMENTARY INFORMATION: The Department of the Air Force has determined that this proposed rule is not a major rule because it will not have an annual adverse effect on the economy of \$100 million or more. The Assistant Secretary of the Air Force (Manpower, Reserve Affairs, Installations & Environment) has certified that this rule is exempt from the requirements of the Regulatory Flexibility Act, 5 U.S.C. 601-612 because this rule does not have a significant economic impact on small entities as defined by the Act, and does not impose any obligatory information requirements beyond internal Air Force use. This proposed rule revises and replaces Air Force Regulation (AFR) 55-20, Use of United States Air Force Installations By Other Than United States Department of Defense Aircraft, 10 April 1987.

List of Subjects in 32 CFR Part 855

Aircraft, Federal buildings and facilities.

Therefore, 32 CFR part 855 is proposed to be revised to read as follows:

PART 855—CIVIL AIRCRAFT USE OF UNITED STATES AIR FORCE AIRFIELDS

Subpart A—General Provisions

Sec.

- 855.1 Policy.
- 855.2 Responsibilities.
- 855.3 Applicability.

Subpart B—Civil Aircraft Landing Permits

- 855.4 Scope.
- 855.5 Responsibilities and authorities.
- 855.6 Aircraft exempt from the requirement for a civil aircraft landing permit.
- 855.7 Conditions for use of Air Force airfields.
- 855.8 Application procedures.
- 855.9 Permit renewal.
- 855.10 Purpose of use.
- 855.11 Insurance requirements.
- 855.12 Processing a permit application.
- 855.13 Civil fly-ins.
- 855.14 Unauthorized landings.
- 855.15 Detaining an aircraft.
- 855.16 Landing, parking, and storage fees.
- 855.17 Aviation fuel and oil purchases.
- 855.18 Supply and service charges.

Subpart C—Agreements for Civil Aircraft Use of Air Force Airfields

- 855.19 Joint-use Agreements.
- 855.20 Procedures for sponsor.
- 855.21 Air Force procedures.
- 855.22 Other agreements.

Table 1—Purpose of Use/Verification/Approval Authority/Fees

Table 2—Aircraft Liability Coverage Requirements

Table 3—Landing Fees

Table 4—Parking and Storage Fees

Attachment 1 to Part 855—Definitions

Attachment 2 to Part 855—Weather Alternate List

Attachment 3 to Part 855—Landing Permit Application Instructions

Attachment 4 to Part 855—Sample Joint-Use Agreement

Attachment 5 to Part 855—Sample Temporary Agreement.

Authority: 49 U.S.C. 44502 and 47103.

Subpart A—General Provisions

§ 855.1 Policy.

The Air Force establishes and uses its airfields to support the scope and level of operations necessary to carry out missions worldwide. The Congress funds airfields in response to Air Force requirements, but also specifies that civil aviation access is a national priority to be accommodated when it does not jeopardize an installation's military utility. The Air Force engages in dialogue with the civil aviation