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# §870.1009 Responsibilities of the U.S. Department of State.

(a) The U.S. Department of State functions as the "employing office" for individuals insured under this subpart.

(b) The U.S. Department of State must determine the eligibility of individuals under Pub. L. 101–513 for insurance under this subpart. This includes determining whether an individual is barred from insurance under chapter 87 of title 5 U.S.C. because of other life insurance, as provided in section 599C of Pub. L. 101–513.

#### PART 871—[REMOVED]

2. Part 871 is removed.

# PART 872—[REMOVED]

3. Part 872 is removed.

#### PART 873—[REMOVED]

4. Part 873 is removed.

# PART 874—[REMOVED]

5. Part 874 is removed.

[FR Doc. 95–10778 Filed 5–2–95; 8:45 am] BILLING CODE 6325–01–P

# DEPARTMENT OF TRANSPORTATION

#### **Federal Aviation Administration**

# 14 CFR Part 39

[Docket No. 92-NM-75-AD]

Airworthiness Directives; Construcciones Aeronauticas, S.A. (CASA), Model C–212–CB, –CC, –CD, –CE, –CF, and –DF Series Airplanes

AGENCY: Federal Aviation Administration, DOT. ACTION: Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all CASA Model C-212-CB, -CC, -CD, -CE, -CF, and -DF series airplanes. This proposal would require supplemental structural inspections, and repair or replacement, as necessary, to ensure the continued airworthiness of these airplanes. This proposal is prompted by a structural reevaluation, which identified certain significant structural components to inspect for fatigue cracks as these airplanes approach and exceed the manufacturer's original fatigue design life goal. The actions specified by the proposed AD are intended to prevent reduced structural integrity of these airplanes.

**DATES:** Comments must be received by June 12, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 92–NM– 75–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

# FOR FURTHER INFORMATION CONTACT: Sam

Grober, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–1187; fax (206) 227–1320.

#### SUPPLEMENTARY INFORMATION:

#### **Comments Invited**

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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 Number 92–NM–75–AD." The postcard will be date stamped and returned to the commenter.

# Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 92–NM–75–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

#### Discussion

In June 1988, the FAA sponsored a conference on aging airplane issues, which was attended by representatives of the aviation industry from around the world. It became obvious that, because of the tremendous increase in air travel, the relatively slow pace of new airplane production, and the apparent economic feasibility of operating older technology airplanes rather than retiring them, increased attention needed to be focused on this aging fleet and maintaining its continued operational safety.

The FAA, in concert with the Regional Airline Association (RAA); several U.S. and non-U.S. operators of the affected airplanes; the Dirección General de Aviación Civil (DGAC), which is the airworthiness authority for Spain: and Construcciones Aeronauticas, S.A. (CASA); has agreed to undertake the task of identifying and implementing procedures to ensure continuing structural airworthiness of aging commuter-class airplanes. This group reviewed selected service bulletins, applicable to CASA Model C-212-CB, -CC, -CD, -CE, -CF, and -DF series airplanes, to be recommended for mandatory rulemaking action to ensure the continued operational safety of these airplanes.

The group reviewed and recommended CASA Supplemental Inspection Document (SID) C-212-PV-01-SID, dated June 1, 1987 (hereinafter referred to as the "Document"), for mandatory rulemaking action. The Document describes procedures for implementing a structural inspection program, which includes inspections of the following Principal Structural Elements (PSE's) on the airplane:

1. 6 PSE's of the flap controls;

2. 24 PSE's of the fuselage structure, attach lugs and bolts, frame, and attachments;

3. 14 PSE's of the horizontal and vertical tails;

4. 14 PSE's of the wings; and

5. 8 PSE's of the engine support structure, firewall attach fittings, attach fittings to the wing, and attach bolts.

The Document also provides information addressing retirement lives, stress analysis, and fatigue inspections.

The intent of this Document is to positively address fatigue cracking of