# **DEPARTMENT OF TRANSPORTATION**

## **Federal Aviation Administration**

14 CFR Part 39

[Docket No. 94-NM-242-AD]

# Airworthiness Directives; Jetstream **Model ATP 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 certain Jetstream Model ATP airplanes. This proposal would require an inspection to ensure that various components of the retraction actuator of the nose landing gear (NLG) are secure, and an inspection of the bearing cap mounting holes for correct hole and thread length. The proposed AD would also require a later inspection for certain discrepancies of the retraction actuator; installation of revised tolerance bushings; and correction of any discrepancy found. This proposal is prompted by reports of failure of the attachment bolts of the bearing cap of the retraction actuator of the NLG. The actions specified by the proposed AD are intended to prevent the inability to raise or lower the NLG, or possible collapse of the NLG, due to failure of the attachment bolts of the bearing cap.

DATES: Comments must be received by July 24, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94–NM– 242-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 Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

#### 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 94-NM-242-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. 94-NM-242-AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

### **Discussion**

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on certain Jetstream Model ATP airplanes. The CAA advises that there have been reports indicating that the attachment bolts of the bearing cap of the retraction actuator of the nose landing gear (NLG) have failed. This has been determined to be the result of mismatches between the bearing cap and bush, or inadequate counterboring of the bearing cap. This condition, if not corrected, could result in the inability to raise or lower the NLG, or possible collapse of the NLG.

Jetstream has issued Service Bulletin ATP-53-30-10372A, dated November 3, 1994, which describes procedures for an inspection to ensure that the bearing

caps, bolts, and special washers are secure. The service bulletin also describes procedures for inspecting the bearing cap mounting holes for correct hole and thread length. Additionally, the service bulletin describes a later inspection for discrepancies of the retraction actuator; installation of revised tolerance bushings; and alignment of the outboard support bracket, if necessary. The service bulletin also describes corrective actions for any discrepancy that is found during the inspections. The CAA classified this service bulletin as mandatory in order to assure the continued airworthiness of these airplanes in the United Kingdom.

This airplane model is manufactured in the United Kingdom and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require, first, an inspection to ensure that the bearing caps, bolts, and special washers are secure; and inspection of the bearing cap mounting holes for correct hole and thread length. The proposed AD also would require a later inspection for discrepancies of the retraction actuator; installation of revised tolerance bushings; and alignment of the outboard support bracket, if necessary. This proposed AD would require corrective actions for any discrepancy found. The actions would be required to be accomplished in accordance with the Jetstream Service Bulletin ATP-76-16, dated October 14, 1994, described previously.

Unlike the procedures recommended in that Jetstream service bulletin. however, this proposed rule would not permit further flight after detection of any cable that is found with one wire broken in any strand. Instead, this proposed rule would require, prior to further flight, repair of the cable in accordance with the service bulletin. The FAA finds that an adequate level of safety for the affected fleet requires that damaged cables must be replaced prior

to further flight. The FAA has