

flight cleaning and inspections to detect damaged main landing gear (MLG) wheel bearings and replacement of discrepant parts. That AD was prompted by reports of failure of the MLG wheel bearings. The actions specified by that AD are intended to prevent failure of the MLG wheel bearing, which could result in detachment of a MLG wheel from the airplane. This action would require an additional inspection, in lieu of the pre-flight inspection, for certain airplanes. This action would also require the accomplishment of a terminating modification that would eliminate the need for daily and pre-flight inspections.

**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-173-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-173-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-173-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### **Discussion**

On February 18, 1994, the FAA issued AD 94-05-03, amendment 39-8841 (59 FR 9400, February 28, 1994), applicable to certain Jetstream Model ATP airplanes, to require daily and/or pre-flight cleaning and detailed visual inspections to detect damage or discoloration of the main wheel hub caps and of the outer side of each inflation valve side hubs on the main landing gear (MLG) wheels. That amendment also requires replacement of the damaged or discolored MLG wheel assembly and bearings with a serviceable wheel assembly and bearings. That action was prompted by reports of failure of the MLG wheel bearings. The requirements of that AD are intended to prevent detachment of a MLG wheel from the airplane.

Since the issuance of that AD, Jetstream has issued Revision 3 of Service Bulletin ATP-32-48, dated July 15, 1994. The daily cleaning and detailed visual inspection, and pre-flight detailed visual inspection procedures described in this revision are essentially identical to those described in Revision 1 of the service bulletin (which was referenced in AD 94-05-03 as the appropriate source of service information). For certain airplanes Revision 3 of the service bulletin describes procedures for performing an additional intermediate detailed visual inspection, in lieu of the pre-flight inspection. This intermediate inspection would detect damage (including blistering or flaking of the paint) or heat discoloration of the wheel hub cap and the outer side of each inflation valve side hub on the MLG wheels.

Jetstream has also issued Service Bulletin ATP-32-51-35296A, dated May 12, 1994, which describes procedures for modification of the MLG. This modification involves drilling two additional locking holes in each axle. This modification will reduce the axial movement between the locking positions to provide a closer control of the wheel bearing preload.

Additionally, Jetstream issued Service Bulletin ATP-32-53-35294A (including Erratum No. 1), dated July 18, 1994, and Revision 2, dated January 13, 1995, which describe procedures for modification of certain wheels on the MLG. This modification involves removing the existing valve side half hub assembly of the wheel and installing a new valve side half hub assembly, which is capable of accepting a new outer bearing with higher load capability.

Accomplishment of these modifications described in Service Bulletins ATP-32-51-35296A and ATP-32-53-35294A would eliminate the need for the daily, pre-flight, and daily intermediate inspections, and would positively address the unsafe condition identified as detachment of a MLG wheel from the airplane.

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, has classified these service bulletins 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 supersede AD 94-05-03 to continue to require daily cleaning and daily/pre-flight detailed visual inspections to detect damage (including blistering or flaking of the paint) or discoloration of the wheel hub caps and of the outer side of the inflation valve side hubs on the MLG wheels. The proposed AD would