## List of Subjects in 14 CFR Part 39

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

## **Adoption of the Amendment**

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

94-26-14 British Aerospace Regional Aircraft Limited (Formerly British Aerospace Commercial Aircraft Limited, Vickers-Armstrongs Aircraft Limited): Amendment 39-9109. Docket 94-NM-108-AD.

Applicability: All Model Viscount 744, 745D, and 810 series airplanes, 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 use the authority provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent reduced structural integrity of the chassis, accomplish the following:

(a) Within 6 months after the effective date of this AD, perform a detailed visual inspection to detect cracks in the chassis side bracing structure and in the chassis top strut support intercostals inside the wings between stations 81 and 96, in accordance with British Aerospace Viscount Preliminary Technical Leaflet (PTL) 332, Issue 1, Disc 11 Doc.4, dated December 2, 1991 (for Model Viscount 744 and 745D series airplanes); or British Aerospace Viscount PTL 203, Issue 1, Disc 11 Doc.2, dated December 2, 1991 (for

Model Viscount 810 series airplanes); as applicable.

(1) If no cracking is detected in the chassis side bracing structure, repeat the inspection thereafter at intervals not to exceed 1,500 flight hours or 14 months, whichever occurs first.

(2) If any cracking is detected in the chassis side bracing structure, prior to further flight, replace the cracked side of the bracing structure with a new structure, in accordance with the applicable PTL.

(3) If no cracking is detected in the chassis top strut support intercostal, prior to further flight, perform an eddy current inspection to determine the specification of the material (either L72 or L73) of the intercostals, in accordance with the applicable PTL.

(i) If the material is manufactured from L72, prior to further flight, replace the chassis top strut support intercostal with a new chassis top strut support intercostal, in accordance with the applicable PTL.

(ii) If the material is manufactured from L73, no further action is required by paragraph (a)(3) of this AD.

(4) If cracking is detected in the chassis top strut support intercostal, prior to further flight, replace it with a new chassis top strut support intercostal, in accordance with the applicable PTL.

(b) 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.

(c) 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.

(d) The inspections and replacements shall be done in accordance with British Aerospace Viscount Preliminary Technical Leaflet (PTL) 332, Issue 1, Disc 11 Doc.4, dated December 2, 1991 (for Model Viscount 744 and 745D series airplanes); or British Aerospace Viscount PTL 203, Issue 1, Disc 11 Doc.2, dated December 2, 1991 (for Model Viscount 810 series airplanes); as applicable. 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 British Aerospace Regional Aircraft Ltd., Engineering Support Manager, Military Business Unit, Chadderton Works, Greengate, Middleton, Manchester M24 1SA, England. 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,

(e) This amendment becomes effective on February 3, 1995.

Issued in Renton, Washington, on December 21, 1994.

#### Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–49 Filed 1–3–95; 8:45 am] BILLING CODE 4910–13–U

#### 14 CFR Part 39

[Docket No. 94-NM-137-AD; Amendment 39-9107; AD 94-26-12]

Airworthiness Directives; Raytheon Corporate Jets Model Hawker 800 and 1000 and Model DH/BH/HS/BAe 125 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.
ACTION: Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Raytheon Corporate Jets Model Hawker 800 and 1000 and Model DH/BH/HS/BAe 125 series airplanes, that requires inspections to detect cracking of the sidestay jack pivots of the main landing gear, and replacement of the sidestay jack pivot assemblies with new assemblies. This amendment is prompted by a report of fracturing of a jack pivot, which resulted in the inability of the main landing gear to deploy. The actions specified by this AD are intended to prevent a wheels-up landing.

DATES: Effective February 3, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 3, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Raytheon Corporate Jets, Inc., 3 Bishops Square Street, Albans Road West, Hatfield, Hertfordshire, AL109NE, United Kingdom. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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: William Schroeder, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2141; fax (206) 227–1320.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal