part 51. Copies may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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, DC.

(g) This amendment becomes effective on September 11, 1995.

Issued in Renton, Washington, on July 28, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–19121 Filed 8–9–95; 8:45 am] BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–132–AD; Amendment 39–9332; AD 95–17–03]

Airworthiness Directives; Lockheed Model L–1011–385 Series Airplanes

AGENCY: Federal Aviation Administration, DOT. **ACTION:** Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to all Lockheed Model L-1011 series airplanes, that currently requires a visual inspection to detect cracks of the forward or aft side of the aft pressure bulkhead, and repair, if necessary. This amendment requires various inspections to detect cracks or other discrepancies of the aft pressure bulkhead, and repair, if necessary. This amendment is prompted by a recent report of in-flight loss of cabin pressure on a Model L-1011-385 series airplane due to a rupture of the aft pressure bulkhead as a result of fatigue-related cracking. The actions specified in this AD are intended to prevent such fatigue cracking, which could result in rupture of the aft pressure bulkhead and subsequent depressurization of the cabin.

DATES: Effective August 25, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 25, 1995.

Comments for inclusion in the Rules Docket must be received on or before October 25, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM– 132–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Lockheed Aeronautical Systems Support Company, Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2–160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Thomas B. Peters, Aerospace Engineer, Flight Test Branch, ACE–116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2–160, College Park, Georgia 30337– 2748; telephone (404) 305–7367; fax (404) 305–7348.

SUPPLEMENTARY INFORMATION: On January 16, 1990, the FAA issued AD 90-03-11, amendment 39-6492 (55 FR 2639, January 26, 1990), applicable to all Lockheed Model L-1011 series airplanes, to require a one-time visual inspection to detect cracks of the forward or aft side of the aft pressure bulkhead, and repair, if necessary. That action was prompted by a report of loss of cabin pressure in the aft pressure bulkhead, which resulted in a rupture of a single gore panel. The actions required by that AD are intended to prevent structural failure of the aft pressure bulkhead.

Since the issuance of that AD, the FAA has received a report of loss of cabin pressure on a Model L-1011-385 series airplane, which occurred while the airplane was cruising at 31,000 feet. Investigation revealed a 4-inch long crack that was oriented in a circumferential direction in the gore panel of the aft pressure bulkhead located at the inner edge of the 6-inch doubler. The crack ruptured rapidly until it was stopped by the anti-tear strap. The cause of the cracking has been attributed to fatigue. The airplane had accumulated 35,810 total flight hours and 19,688 total flight cycles. Fatigue-related cracking in the aft pressure bulkhead, if not detected and corrected in a timely manner, could result in rupture of the aft pressure bulkhead and subsequent depressurization of the cabin.

This recent incident is similar to the incident that occurred in 1989, which prompted the issuance of AD 90–30–11 to require a one-time visual inspection to detect cracks of the aft pressure

bulkhead. The FAA finds that repetitive non-destructive inspections of the affected airplanes are necessary in order to ensure that the unsafe condition presented by fatigue cracking is corrected, and to provide an acceptable level of safety.

The FAA has reviewed and approved Lockheed L–1011 Service Bulletin 093– 53–258, dated February 20, 1990, which describes procedures for:

1. Performing a visual inspection to detect cracks or other discrepancies (including oil can buckles) of the upper gore panels from either the forward side or the aft side of the aft pressure bulkhead;

2. Performing an eddy current inspection to detect cracks of the aft lefthand side and the forward right-hand side of the aft pressure bulkhead; and

3. Repair of gore panels, if any crack or discrepancy is detected.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of this same type design, this AD supersedes AD 90-03–11 to require repetitive inspections to detect cracks or other discrepancies (including oil can buckles) of the upper gore panels from either the forward side or the aft side of the aft pressure bulkhead, and various follow-on inspections. This AD also requires an eddy current inspection to detect cracks of the aft left-hand side and the forward right-hand side of the aft pressure bulkhead. The actions would be required to be accomplished in accordance with the service bulletin described previously. If any crack or discrepancy is detected, a repair would be required to be accomplished in accordance with a method approved by the FAA.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption ADDRESSES. All communications received on or before the closing date for comments will be