

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
ATP 30-37-30143A, Revision 1, September 5, 1994.	1-3, 5-10, 14-17	1	September 5, 1994.
ATP-30-39-30146A, July 29, 1994	4, 11-13	Original	August 1, 1994.
ATP-30-44-35274D, August 12, 1994	1-7	Original	July 29, 1994.
ATP-54-13-35274B, Revision 1, July 8, 1994	1-56	Original	August 12, 1994.
ATP-54-13-35274B, Revision 2, August 18, 1994	1-45	1	July 8, 1994.
	1-4, 9, 10	2	August 18, 1994.
	5-8, 11-45	1	July 8, 1994.
ATP-80-06, Revision 2, October 16, 1994	1-6	2	October 16, 1994.
ATP-80-7-30141A, Revision 2, November 4, 1994.	1, 3, 5-8, 11, 14, 17, 18, 20-28, 36, 38, 45, 46, 51-55.	2	November 4, 1994.
	2, 4, 9, 10, 12, 13, 15, 16, 19, 29-35, 37, 39-44, 47-50.	Original	August 1, 1994.

This incorporation by reference of certain publications listed in the regulations was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The incorporation by reference of certain other publications listed in the regulations was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of June 15, 1994 (59 FR 29290, May 16, 1994). Copies may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. 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.

(h) This amendment becomes effective on September 13, 1995.

Issued in Renton, Washington, on July 31, 1995.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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14 CFR Part 39

[Docket No. 94-NM-14-AD; Amendment 39-9330; AD 95-17-01]

Airworthiness Directives; Boeing Model 707 and 720 Series Airplanes

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

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Boeing Model 707 and 720 series airplanes, that currently requires repetitive visual and dye penetrant inspections to detect cracks in areas of the upper forward skin panels

of the wing center section, and repair, if necessary. It also provides an optional terminating modification for the repetitive inspections. This amendment requires repetitive visual and eddy current inspections to detect cracks in areas of the upper forward skin panels of the wing center section, and repair, if necessary. This amendment is prompted by reports indicating that the inspections required by the existing AD are not effective in detecting fatigue cracks in a timely manner. The actions specified by this AD are intended to prevent fatigue cracking and subsequent failure of the upper forward skin panels of the wing center section.

DATES: Effective on September 13, 1995. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 13, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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: Phil Forde, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington, 98055-4056; telephone (206) 227-2771; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain Boeing Model 707 and 720 series airplanes, was published

as a supplemental notice of proposed rulemaking (NPRM) in the **Federal Register** on February 7, 1995 (60 FR 7143). That supplemental NPRM proposed to supersede AD 68-18-03, amendment 39-2056. That AD currently requires repetitive visual and dye penetrant inspections to detect cracks on the upper forward skin panels of the wing center section, and repair, if necessary. It also provides an optional terminating modification for the repetitive inspections. The supplemental NPRM proposed to require repetitive visual and eddy current inspections to detect cracks on the upper forward skin panels of the wing center section, and repair, if necessary.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

The commenter requests that paragraph (e) of the proposal be revised to allow that the terminating action specified in that paragraph be accomplished in accordance with procedures contained in revisions prior to Revision 6 of Boeing Service Bulletin 2590, provided that, in addition to the installation of reinforcing stiffeners, the forward skin panel is replaced. The commenter indicates that the modifications described in these earlier revisions of the service bulletin are identical to those specified in Revisions 6 and subsequent. The commenter adds that the "aging fleet document" (Boeing Document D6-54496), which addresses the affected airplanes, specifies that modifications accomplished in accordance with the original issue through Revision 8 of Boeing Service Bulletin 2590 are considered to be terminating action, provided that new forward skin panels are installed. The commenter states that the inconsistency