to detect cracking, in accordance with Boeing Service Bulletin 747–54–2062, dated August 17, 1979, or Revision 7, dated December 21, 1994; or in accordance with a method approved by the Manager, Seattle Aircraft Certification Office, FAA, Transport Airplane Directorate. After the effective date of this AD, only Revision 7 of the service bulletin shall be used.

Note 3: Inspections performed prior to the effective date of this AD are considered to be in compliance with paragraph (a) of this AD if performed in accordance with Boeing Service Bulletin 747–54–2062, August 17, 1979; Revision 1, dated November 13, 1980; Revision 2, dated March 19, 1981; Revision 3, dated August 28, 1981; Revision 4, dated June 30, 1982; Revision 5, dated June 1, 1984; Revision 6, dated October 2, 1986, or Revision 7, dated December 21, 1994.

(1) If no cracking is detected, repeat the inspections at intervals not to exceed 1,000 landings until all affected fittings are replaced with steel fittings in accordance with Revision 7 of the service bulletin.

(2) If any cracking is detected, prior to further flight, accomplish either paragraph (a)(2)(i) or (a)(2)(ii) of this AD until the inspections required by paragraph (b) of this AD are accomplished.

(i) Repair or replace the cracked fitting in accordance with the service bulletin; or

(ii) Rework the cracked fitting in accordance with the service bulletin as required by paragraph (b) of this AD. Thereafter, repeat the inspections at intervals not to exceed 250 landings until the reworked fitting is replaced with a serviceable fitting, or until the inspections required by paragraph (b) of this AD are accomplished.

(b) For airplanes as listed in Boeing Service Bulletin 747–54–2062, Revision 7, dated December 21, 1994: Perform a detailed visual inspection and a surface high frequency eddy current (HFEC) inspection to detect cracking of the inboard strut-to- diagonal brace attach fittings, in accordance with Boeing Service Bulletin 747–54–2062, Revision 7, dated December 21, 1994, at the time specified in either paragraph (b)(1) or (b)(2) of this AD, as applicable.

(1) For airplanes on which a cracked fitting has been reworked in accordance with Boeing Service Bulletin 747–54–2062, dated August 17, 1979: Perform the inspections within 250 landings since the last inspection performed in accordance with paragraph (a)(2)(ii) of this AD.

(2) For airplanes other than those identified in paragraph (b)(1) of this AD: Perform the inspections at the earlier of the times specified in paragraph (b)(2)(i) or (b)(2)(ii) of this AD.

(i) Prior to the accumulation of 5,000 total landings on the airplane, or within 1,000 landings after the effective date of this AD, whichever occurs later; or

(ii) Within 1,000 landings since the last inspection performed in accordance with paragraph (a) of this AD.

(c) If no cracking is detected during the inspections required by paragraph (b) of this AD, repeat the inspections thereafter at intervals not to exceed 1,000 landings.

(d) If more than one crack is found during any inspection required by this AD, or if any crack is detected that is beyond the limits specified in Boeing Service Bulletin 747–54– 2062, Revision 7, dated December 21, 1994, prior to further flight, replace the attach fitting with a steel fitting in accordance with the service bulletin.

(e) If any transverse or longitudinal crack is found during the inspection required by paragraph (b) of this AD, and that crack is within the limits specified by Boeing Service Bulletin 747–54–2062, Revision 7, dated December 21, 1994: Prior to further flight, stop drill the crack in accordance with the service bulletin, and accomplish the requirements of either paragraph (e)(1) or (e)(2) of this AD, as applicable.

(1) For any transverse crack that is found, accomplish the following:

(i) Prior to further flight, remove the affected fastener and perform an open-hole HFEC inspection to detect cracking of the fastener hole, in accordance with the service bulletin. Thereafter, repeat this inspection within 125 landings.

(ii) Repeat the inspections required by paragraph (b) of this AD within 125 landings after performing them initially.

(iii) If any crack is found during the inspections required by this paragraph and the crack is beyond the limits specified in the service bulletin, prior to further flight, replace the attach fitting with a steel fitting in accordance with the service bulletin.

(iv) Prior to the accumulation of 250 landings following the detection of the transverse cracking, replace the attach fitting with a steel fitting in accordance with the service bulletin.

(2) For any longitudinal crack that is found, accomplish the following:

(i) Repeat the inspection required by paragraph (b) of this AD at intervals not to exceed 250 landings.

(ii) Prior to the accumulation of 1,000 landings following detection of the longitudinal cracking, replace the attach fitting with a steel fitting in accordance with the service bulletin.

(f) Replacement of the attach fittings of the strut-to-diagonal brace with steel fittings, in accordance with Boeing Service Bulletin 747–54–2062, Revision 7, dated December 21, 1994, constitutes terminating action for the requirements of this AD.

Note 4: Replacement of the attach fittings of the strut to diagonal brace with steel fittings prior to the effective date of this AD is considered in compliance with paragraph (f) of this AD if performed in accordance with Boeing Service Bulletin 747–54–2062, Revision 1, dated November 13, 1980; Revision 2, dated March 19, 1981; Revision 3, dated August 28, 1981; Revision 4, dated June 30, 1982; Revision 5, dated June 1, 1984; or Revision 6, dated October 2, 1986.

Note 5: This AD does not require certain additional work (to seal a gap between the fitting and the existing closure web, or replacement of the bushings in the diagonal brace fitting with anvil swaged bushings) as described in Boeing Service Bulletin 747–54-2062, Revision 7, dated December 21, 1994. However, these installations are required to be accomplished as part of AD 95–10–16, amendment 39–9233 (60 FR 27008, May 22, 1995). Table 2 of Boeing Service Bulletin 747–54A2159, "Prior or Concurrent Service Bulletins" (which is cited in AD 95–10–16), specifies that Boeing Service Bulletin 747– 54–2062, Revision 7, dated December 21, 1994 (which is cited in this AD), must be accomplished prior to or concurrent with the installations required by AD 95–10–16.

(g) 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, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

Note 6: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(h) 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

(i) The actions shall be done in accordance with Boeing Service Bulletin 747-54-2062, Revision 7, dated December 21, 1994. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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.

(j) This amendment becomes effective on November 2, 1995.

Issued in Renton, Washington, on September 21, 1995.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–23914 Filed 10–2–95; 8:45 am] BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94-NM-200-AD; Amendment 39-9378; AD 95-19-16]

Airworthiness Directives; Dassault Aviation Model Mystere-Falcon 900 Series Airplanes Equipped With Fairchild Model F800 Flight Data Recorders, Installed in Accordance With Supplemental Type Certificate (STC) SA7255SW-D

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

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Dassault Aviation Model Mystere-Falcon 900 series airplanes, that requires modification of the electrical power installation of the