14 CFR Part 39

[Docket No. 93-NM-219-AD; Amendment 39-9382; AD 95-20-04]

Airworthiness Directives; Lockheed Model L-1011-385-1 Series Airplanes

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

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Lockheed Model L-1011–385–1 series airplanes, that requires implementation of a Supplemental Inspection Document (SID) program of structural inspections to detect fatigue cracking, and repair, if necessary, to ensure continued airworthiness of these airplanes as they approach the manufacturer's original fatigue design life goal. This amendment is prompted by a structural reevaluation by the manufacturer that identified certain structural details where fatigue damage is likely to occur. The actions specified by this AD are intended to prevent fatigue cracking that could compromise the structural integrity of these airplanes.

DATES: Effective November 2, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 2, 1995.

ADDRESSES: 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 Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, 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 Peters, Aerospace Engineer, Flight Test Branch, ACE–160A, 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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD)

that is applicable to all Lockheed Model L-1011-385-1 series airplanes was published in the Federal Register on February 13, 1995 (60 FR 8206). That action proposed to require a revision to the FAA-approved maintenance inspection program to include a Supplemental Inspection Document (SID) program of structural inspections. The intent of these inspections is to detect fatigue cracking in order to ensure continued airworthiness as these airplanes approach the manufacturer's original fatigue design life goal. The proposal also requires the repair of any cracking detected during those inspections.

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

One commenter requests that the proposed compliance time of 6 months to incorporate a revision into the FAA-approved maintenance inspection program be extended to 12 months. The commenter requests this change to accommodate operators' scheduling and

engineering workload.

The FAA concurs with this commenter's request to extend the compliance time. The FAA has determined that extending the compliance time by six additional months will not adversely affect safety, and will allow affected operators ample time to plan, schedule, and engineer the necessary changes required to revise the FAA-approved maintenance inspection program. Further, an initial compliance time of 12 months is consistent with the compliance times provided in other AD's that have been issued to require the implementation of similar SID programs associated with various transport category airplanes (including the Lockheed Model L-188 series, McDonnell Douglas Model DC-9 series, and McDonnell Douglas Model DC-10 series). Paragraph (a) of the final rule has been revised to extend the compliance time to 12 months.

One commenter requests the deletion of "Revision A" from the reference to "Lockheed Drawing 1647194" in paragraph (a)(5) of the proposal. The commenter states that this change would allow operators to discard Revision A after subsequent revisions of the drawings have been issued by Lockheed.

The FAA concurs. The purpose of paragraph (a)(5) of the final rule is to point out where, specifically, in the Lockheed Document, an operator may find non-destructive inspection techniques that are acceptable methods for accomplishing the inspections

required by this AD. Since paragraph (a)(5) of the final rule references Appendix VI of the Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," the FAA finds that it is unnecessary to reference Lockheed Drawing 1647194. Therefore, the parenthetical reference to "Revision A of Lockheed Drawing 1647194" has been deleted from paragraph (a)(5) of the final rule.

One commenter requests a revision to proposed paragraph (b) to permit approval of repairs by manufacturer's Designated Engineering Representatives (DER) or organizations that hold a Special Federal Aviation Regulation (SFAR) 36 authorization.

The FAA does not concur. While it is true that DER's and SFAR 36-authorized organizations are authorized to approve certain repairs of cracks that are found during routine maintenance or opportunity inspections, the FAA considers that cracking detected during any inspection of structurally significant details (SSD), required by this AD (and the SID program), is an indication of an airworthiness concern that is complex in nature. It is crucial that the FAA be aware of all repairs made to SSD's or to

their configuration.

Where repair data do not exist, it is essential that the FAA have feedback as to the type of repairs being made. Given that new relevant issues might possibly be revealed during this process, it is imperative that the FAA have such feedback. Only by reviewing repair approvals can the FAA be assured of this feedback and of the adequacy of the repair methods. The FAA has determined that standardization and continuity of repair approvals can best be maintained by having one single point of approval for all repairs of cracks in SSD's identified during SID inspections required by this AD. Since the Manager of the Atlanta Aircraft Certification Office (ACO) is accountable for the primary oversight for the actions regarding this AD, it is appropriate that he be this single point of approval. His involvement, therefore, is warranted in the development and approval of repairs.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane