

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.

(d) 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.

(e) This amendment becomes effective on January 10, 1996.

Issued in Renton, Washington, on December 5, 1995.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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#### 14 CFR Part 39

[Docket No. 93-NM-219-AD; Amendment 39-9454; AD 95-20-04 R1]

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

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This amendment revises an existing airworthiness directive (AD), applicable to all Lockheed Model L-1011-385-1 series airplanes, that currently 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. That AD originally was prompted by a structural re-evaluation by the manufacturer that identified certain structural details where fatigue damage is likely to occur. The actions specified in that AD are intended to prevent fatigue cracking that could compromise the structural integrity of these airplanes. This amendment corrects the compliance time for the initial inspection of each structurally significant detail (SSD).

**DATES:** Effective November 2, 1995.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of November 2, 1995 (60 FR 51713, October 3, 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 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 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 September 20, 1995, the FAA issued AD 95-20-04, amendment 39-9382 (60 FR 51713, October 3, 1995), applicable to all Lockheed Model L-1011-385-1 series airplanes. That AD 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. That action was prompted by a structural re-evaluation by the manufacturer that identified certain structural details where fatigue damage is likely to occur. The actions required by that AD are intended to prevent fatigue cracking that could compromise the structural integrity of these airplanes.

Since the issuance of that AD, the FAA has received communications from an affected operator indicating confusion about the compliance time for accomplishing the inspections of each structurally significant detail (SSD). This operator points out that the AD specifies, first, that the inspections contained in the SID must be incorporated into the FAA-approved maintenance program within 12 months after the effective date of the AD. Second, the AD requires that the initial inspection of each SSD must be accomplished within one repeat interval after the effective date of the AD. The operator points out that this presents a problem in complying with the AD, since, in some cases, the initial inspection of an SSD may be required to be accomplished prior to the

incorporation of the SID program into an operator's maintenance program.

The FAA has reviewed the compliance time specified in AD 95-20-04, and finds that it is indeed erroneous. It was the FAA's intent that the SID program be incorporated into the FAA-approved maintenance inspection program prior to the performance of any inspection contained in the SID. Therefore, the FAA has determined that it is appropriate to take action to correct paragraph (a)(1) of that AD to specify that the compliance time for performing the initial inspection of each SSD is within one repeat interval *measured from a date 12 months after November 2, 1995* (the effective date of the AD). The FAA finds that this change will not compromise safety and is consistent with what the FAA had originally intended.

Action is taken herein to correct the error and to correctly add the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13). The effective date of the rule remains November 2, 1995.

The final rule is being reprinted in its entirety for the convenience of affected operators.

Since this AD merely corrects the compliance time for a previously-required action, it requires no additional work to be performed by affected operators. In light of this, the FAA has determined that it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary.

#### **List of Subjects in 14 CFR Part 39**

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

#### **Adoption of the Correction**

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 USC 106(g), 40101, 40113, 44701.

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by removing amendment 39-9382 (60 FR 51713, October 3, 1995), and by adding