Systems and Equipment Branch, ANM– 130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2674; fax (206) 227–1181.

## SUPPLEMENTARY INFORMATION:

## **Comments Invited**

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 94–NM–226–AD." The postcard will be date stamped and returned to the commenter.

## Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–226–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

## Discussion

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 747 series airplanes, was published as a notice of proposed rulemaking (NPRM) in the Federal Register on March 3, 1995 (60 FR 11942). That NPRM would have required modification of the left and right inboard elevator servo assemblies and re-routing the hydraulic tubing of the inboard elevator power control package (PCP). That NPRM was prompted by a report of an uncommanded right elevator deflection after takeoff and reports of elevator/ control column bumps during landing gear retraction on these airplanes. That condition, if not corrected, could result in structural damage and reduced controllability of the airplane.

Due consideration has been given to the comments received in response to the NPRM.

One commenter requests that paragraph (a) of the proposal be revised to cite the latest revision of Boeing Alert Service Bulletin 747-27A2348 when referring to the applicability of that paragraph. This commenter states that Revision 1 of the service bulletin includes additional airplanes that are also subject to the proposed AD. The FAA concurs. The FAA inadvertently cited the original version, dated November 17, 1994, of Boeing Alert Service Bulletin 747-27A2348 in paragraph (a) of the proposal when referring to the applicable airplanes for that paragraph. Since that revision level is incorrect, the FAA has removed it and referenced Revision 1, dated January 26, 1995, in its place in paragraph (a) of the supplemental NPRM.

One commenter states that Model 747SP series airplanes should be subject to paragraph (b) of the proposal. The FAA acknowledges that Model 747SP series airplanes were inadvertently omitted from the applicability of the proposal. The FAA's intent was that the proposed rule be applicable to all Model 747 series airplanes (i.e., Model 747– 100, –200B, –200F, –200C, 747SR, 747SP, 747–100B, –300, –100B SUD, –400, –400D, and –400F series airplanes). Therefore, the FAA has revised the applicability statement of the supplemental NPRM accordingly.

Since these changes expand the scope of the originally proposed rule, the FAA has determined that it is necessary to reopen the comment period to provide additional opportunity for public comment.

In addition, due consideration has been given to the following additional comments, which do not change the scope of the originally proposed rule, received in response to the NPRM.

Three commenters request that the compliance time for paragraph (a) of the proposal be extended from the proposed 1 year. One of these commenters states that such an extension will allow operators to accomplish the modification during a regularly scheduled heavy maintenance visit. The FAA does not concur. In developing an appropriate compliance time for this action, the FAA considered not only the degree of urgency associated with addressing the subject unsafe condition, but the availability of required parts and the practical aspects of installing the required modification within an interval of time that parallels normal scheduled maintenance for the majority of affected operators. The manufacturer has advised that an ample number of required parts should be available for modification of the U.S. fleet within the proposed compliance period. Further, the FAA has determined that a heavy maintenance visit is not required to accomplish the modification.

Several commenters state that paragraph (b) of the proposed rule is unjustified because there have been no reports of actuator jamming on the classic Model 747 (747–100, –100B SUD, –200, –300, SR, SP) series airplanes after accumulating 87 million flight hours. One of these commenters states that the safety concern surrounding the configuration of the servo valve assembly of the inboard elevator PCP is theoretical at best.

The FAA does not concur with the commenters' suggestion that paragraph (b) of the proposed rule is unjustified. The FAA finds that the lack of reported jams and subsequent uncommanded elevator motion may be attributed, in part, to the small percentage of airplanes that recorded the elevator position while accumulating the 87 million flight hours. Paragraph (c)(10) of section 121.343, "Flight recorders", of the Federal Aviation Regulations (FAR) (14 CFR 121.343) requires that operators record either the control column or pitch control surface position (i.e., the position of the elevator and the stabilizer) of the airplane. Operators may comply with section 121.343 by electing to record the control column position, which is not a positive indicator of the elevator position. Consequently, incidents of uncommanded elevator motion due to actuator jamming may have occurred, but were not reported due to the flightcrew's inability to confirm the anomaly. Furthermore, the FAA finds that uncommanded elevator motion may occur on all Boeing Model 747 series airplanes if the servo valve secondary slide moves to the valve's internal stop. Therefore, the FAA finds that this AD action is warranted since an unsafe condition exists. which is identified as reduced controllability or structural damage to the airplane due to asymmetric elevator.

One commenter states that only Model 747–400 series airplanes have experienced actuator jamming with uncommanded elevator deflection. The commenter also states that the uncommanded elevator deflection problem has been directly attributed to