

**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 adding the following new airworthiness directive:

95-25-02 Fokker: Amendment 39-9446.  
Docket 94-NM-213-AD.

*Applicability:* Model F28 Mark 0100 series airplanes, serial numbers 11244 through 11408 inclusive, equipped with small cargo doors having hinges with part numbers (P/N) A28410-405 and/or P/N A28410-407; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent failure of the hinges of the small cargo door due to stress corrosion cracking, which could result in rapid decompression and/or structural damage to the airplane, accomplish the following:

(a) Within 36 months since date of manufacture of the airplane or within 3 months after the effective date of this AD, whichever occurs later, perform a high frequency eddy current (HFEC) inspection to detect cracks of the fuselage-mounted half of the hinge assemblies of the small cargo doors, in accordance with Fokker Service Bulletin SBF100-52-048, dated March 5, 1993.

(1) If no cracks are detected, thereafter repeat the HFEC inspections at intervals not to exceed 6 months, in accordance with Fokker Service Bulletin SBF100-52-055, dated July 20, 1994.

(2) If any crack is detected during any inspection required by paragraph (a) or (a)(1) of this AD, prior to further flight, except as provided in the "NOTE" of paragraph 2.C. of the Accomplishment Instructions of Fokker Service Bulletin SBF100-52-055, dated July 20, 1994, replace the hinge assembly with a new hinge assembly having P/N D28410-409. The replacement shall be done in accordance with Fokker Service Bulletin SBF100-52-043, dated June 12, 1995.

(b) Replacement of the hinge assembly with a new hinge assembly having P/N D28410-409, in accordance with Fokker Service Bulletin SBF100-52-043, dated June 12, 1995, constitutes terminating action for the requirements of this AD for that small cargo door.

(c) As of the effective date of this AD, no person shall install a hinge assembly having P/N A28410-405 or -407, on any airplane, unless it has been previously inspected and found to be crack-free, in accordance with Fokker Service Bulletin SBF100-52-055, dated July 20, 1994.

(d) 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, Standardization Branch, ANM-113, 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, 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.

(e) 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.

(f) The inspections shall be done in accordance with Fokker Service Bulletin SBF100-52-048, dated March 5, 1993, and Fokker Service Bulletin SBF100-52-055, dated July 20, 1994. The replacement shall be done in accordance with Fokker Service Bulletin SBF100-52-043, dated June 12, 1995. 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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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.

(g) This amendment becomes effective on December 27, 1995.

Issued in Renton, Washington, on November 27, 1995.

Darrell M. Pederson,

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

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**14 CFR Part 39**

**[Docket No. 95-NM-209-AD; Amendment 39-9447; AD 95-25-03]**

**Airworthiness Directives; Learjet Model 23, 24, 25, 35, and 36 Airplanes**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to certain Learjet Model 23, 24, 25, 35, and 36 airplanes. This action requires repetitive inspections to detect deterioration of both flapper valves of the tip tank in each wing of the airplane, and various follow-on actions. This AD action also requires replacing the flapper valves with new flapper valves, and repetitively performing certain other follow-on actions. This amendment is prompted by reports of imbalance of the fuel loads in the wings of the airplane due to failed or cracked flapper valves. The actions specified in this AD are intended to prevent significant reduction in the lateral control of the airplane due to imbalance of the fuel loads in the wings of the airplane.

**DATES:** Effective December 27, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 27, 1995.

Comments for inclusion in the Rules Docket must be received on or before February 12, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-209-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Jeffrey Janusz, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4148; fax (316) 946-4407.

**SUPPLEMENTARY INFORMATION:** Recently, the FAA has received several reports of imbalance of the fuel loads in the wings of Learjet Model 23, 24, 25, 35, and 36 airplanes. Investigation reveals that the