

14 CFR Part 39**[Docket No. 95-NM-244-AD]****Airworthiness Directives; Boeing Model 767 Series Airplanes****AGENCY:** Federal Aviation Administration, DOT.**ACTION:** Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Boeing Model 767 series airplanes. This proposal would require inspections of the components of the leading edge outboard slat; replacement of the control rod end, if necessary; and various follow-on actions. This proposal is prompted by reports of skewed panels of the outboard leading edge slat due to either corrosion of the rotary actuator, cracking of the control rod, or incorrect clearance of the overtravel stop of the outboard leading edge slat. The actions specified by the proposed AD are intended to prevent such conditions, which could result in reduced controllability of the airplane and damage to or cracking of the leading edge slats or the fixed leading edge of the wing.

DATES: Comments must be received by January 24, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-244-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Kristin Larson, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington; telephone (206) 227-1760; 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 95-NM-244-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. 95-NM-244-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

Discussion

The FAA has received reports of skewed panels of the outboard leading edge slat on several Boeing Model 767 series airplanes. Investigation revealed that the cause of the skewed panels is attributed to either corrosion of the rotary actuator, cracking of the control rod, or incorrect clearance of the overtravel stop of the outboard leading edge slat. These conditions, if not detected and corrected in a timely manner, could result in reduced controllability of the airplane and damage to or cracking of the leading edge slats or the fixed leading edge of the wing.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the FAA has determined that an airworthiness directive (AD) is warranted to require the following inspections and follow-on actions of the affected airplanes. These actions are necessary in order to ensure that the unsafe condition is corrected, and to provide an acceptable level of safety:

1. A visual inspection to verify proper clearance of the overtravel stop;
2. Adjustment of the stop clearance, and replacement of the rotary actuator and adjacent offset gearbox, if necessary;

3. Repetitive visual inspections to detect external signs of internal corrosion of the rotary actuator of the outboard leading edge slat;

4. Replacement of a certain earlier model rotary actuator with a certain later model rotary actuator, for certain airplanes;

5. Visual inspection(s) to verify proper installation of the control rods of the outboard leading edge slats; and

6. Tightening of the bolts or installing a new lockwire, if any bolt is loose or any lockwire is missing.

This proposed AD would require that these actions be accomplished at specific times and in accordance with the procedures specified in the Boeing 767 Airplane Maintenance Manual (AMM), Chapter 27-81-20.

This is considered to be interim action. The manufacturer has advised that it currently is developing a modification that will positively address the unsafe condition that is the subject of this AD. Once this modification is developed, approved, and available, the FAA may consider additional rulemaking.

There are approximately 612 Model 767 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 213 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 14 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$178,920, or \$840 per airplane, per inspection cycle.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if