

could result in rapid decompression of the airplane during flight.

The FAA has reviewed and approved Lockheed L-1011 Service Bulletin 093-53-105, Revision 1, dated November 17, 1995, which describes procedures for:

1. Repetitive eddy current surface scan (ECSS) inspections to detect cracking of the end fittings that attach the aft pressure bulkhead to the fuselage stringers at stringers 1 through 14 (right side) and at stringers 52 through 64 (left side);

2. Repetitive ECSS inspections to detect cracking of the lower (or inner) surface of the upper bonded splice tab of the bulkhead assembly at stringers 1 through 14 and at stringers 52 through 64.

3. If any end fitting is found cracked, replacement of a fitting with a new fitting without pilot holes, rework of the fitting, and various follow-on actions (i.e., bolt hole eddy current, ECSS, and borescope inspections; and repair) of the inner and outer tee caps; and

4. A bolt hole eddy current inspection to detect cracking of the forward flange of the inner tee cap, if any fastener is found cracked; and repair, if necessary.

Accomplishment of the ECSS inspections described in this service bulletin would eliminate the need for the repetitive visual inspections.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of this same type design, this AD supersedes AD 95-18-52 to continue to require repetitive detailed visual inspections to detect cracking of the fittings that attach the aft pressure bulkhead to the fuselage stringers at stringers 1 through 10 (right side) and at stringers 56 through 64 (left side). This AD adds a requirement to conduct repetitive ECSS inspections to detect cracking of the end fittings and of the splice tab at stringers 1 through 14 (right side) and at stringers 52 through 64 (left side) of the aft pressure bulkhead, and corrective actions, if necessary.

Once the ECSS inspections are initiated, the repetitive visual inspection requirements of this AD are terminated.

The previous requirement of AD 95-18-52 to submit a report of inspection findings to the FAA has been deleted from this AD.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-246-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44

FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

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

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

#### Adoption of the Amendment

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 39-9366 (60 FR 47465, September 13, 1995), and by adding a new airworthiness directive (AD), amendment 39-9469, to read as follows:

95-26-11 Lockheed: Amendment 39-9469. Docket 95-NM-246-AD. Supersedes AD 95-18-52, Amendment 39-9366.

*Applicability:* All Model L-1011-385 series airplanes, 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 (h) 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 fatigue cracking of the aft pressure bulkhead, which could lead to failure of the end fittings and splice tab, and