

February 1, 1996. These procedures and guidelines, designed to comply with the 1992 amendments to Ex-Im Bank's charter, are not subject to notice and comment requirements or to publication in the **Federal Register** pursuant to 5 U.S.C. (a)(2), 553(b)(A), and 553(d)(2). Copies may be obtained by written request from Ex-Im Bank's Engineering and Environment Division, 811 Vermont Avenue NW., Washington, DC 20571.

#### List of Subjects in 12 CFR Part 409

Environmental impact statements, Foreign Relations.

Accordingly, under the authority of section 106 of the Export Enhancement Act (12 U.S.C. 635i-5) 12 CFR part 409 is removed.

Dated: February 7, 1995.

**Carol F. Lee,**

*General Counsel, Export-Import Bank of the United States.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 94-NM-27-AD; Amendment 39-9134; AD 95-02-15]

#### Airworthiness Directives; Boeing Model 747-100 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Boeing Model 747-100 series airplanes, that currently requires repetitive inspections to detect cracking of the wing front spar web above engine numbers 2 and 3, and repair, if necessary. This amendment requires repetitive inspections to detect cracks in the web and cracked or broken fasteners in an area beyond that specified in the existing AD. This amendment also provides an optional terminating action for the repetitive inspections. This amendment is prompted by reports of broken fasteners and cracking of the web common to the upper and lower chords in an area outside the inspection zone specified in the existing AD. The actions specified by this AD are intended to prevent fuel leakage onto an engine and a resultant fire due to cracking or broken fasteners in the wing front spar.

**DATES:** Effective March 23, 1995.

The incorporation by reference of Boeing Service Bulletin 747-57A2266,

dated June 6, 1991, as listed in the regulations, was approved previously by the Director of the Federal Register as of May 4, 1992 (57 FR 10415, March 26, 1992).

The incorporation by reference of certain other publications, as listed in the regulations, is approved by the Director of the Federal Register as of March 23, 1995.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. **FOR FURTHER INFORMATION CONTACT:** Tim Backman, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2776; fax (206) 227-1181.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 92-07-11, amendment 39-8207 (57 FR 10415, March 26, 1992), which is applicable to certain Boeing Model 747-100 series airplanes, was published in the **Federal Register** on August 23, 1994 (59 FR 43304). The action proposed to require repetitive detailed visual and ultrasonic inspections to detect cracks in an area beyond that specified in the existing AD; repetitive ultrasonic inspections of the fasteners in the web-to-chords, web-to-stiffeners, and web-to-rib posts to detect cracked or broken fasteners between front spar stations (FSS) 570 and 684; and oversizing the fastener holes, performing an eddy current inspection to detect cracking of the fastener holes, and replacing cracked fasteners with oversized fasteners, if necessary.

#### Discussion of Comments Received

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter supports the proposed rule.

Two commenters request that the initial inspection threshold specified in paragraph (b) of the proposal be extended from 1,000 to 2,000 flight cycles (after the immediately preceding

inspection) to be consistent with the recommendations of Boeing Alert Service Bulletin 747-57A2266, Revision 3, dated March 31, 1994, which is referenced in the proposal as the appropriate source of service information. The FAA concurs. The FAA finds that such an extension of the inspection threshold will not adversely affect safety. Therefore, the final rule has been revised accordingly. In addition, the FAA has revised the "grace period" of 6 months (after the effective date of the AD), as specified in proposed paragraph (b), to 9 months in order to correspond with the recommendations of the service bulletin.

The Air Transport Association (ATA) of America, on behalf of one of its members, requests that the FAA delay issuance of this AD until the next revision of Boeing Service Bulletin 747-57A2266 is issued. (Revision 3 of that service bulletin is referenced in the proposal as the appropriate source of service information.) The commenter notes that, in accomplishing the proposed inspection/modification, many of the fastener holes required oversizing beyond the criteria described in the referenced version of service bulletin. The commenter also states that it has found several cracked rivets that had not been identified using the ultrasonic inspection technique recommended in that service bulletin. The commenter indicates that Boeing has advised that it is considering issuance of a revision to the service bulletin to address this concern.

The FAA does not concur with the commenter's request to delay issuance of the final rule. Since the issuance of the proposal, Boeing has issued Revision 4 of Boeing Service Bulletin 747-57A2266, dated November 3, 1994. This revision is essentially the same as the previous version, but specifies the locations of certain fasteners that must be inspected using ultrasonic techniques. The locations of these fasteners are in the web-to-chords, and in the top two and bottom two rows in the web-to-stiffeners and web-to-rib posts of the wing front spar. Paragraphs (b)(3) and (c)(3) of the final rule have been revised to specify this.

Revision 4 of the service bulletin also updates certain information concerning parts and materials, adds a reference to an ultrasonic testing procedure in the Nondestructive Test Manual, provides an additional inspection method for detecting cracks inside the fuel tank, and includes an additional method of removing fasteners for inspection. The final rule has been revised to cite the latest revision of the service bulletin as