

staple cotton, upland cotton, feed grains, wheat, peanuts, oilseeds, and sugar;

(2) Loans or any other USDA provided farm credit including guaranteed and direct farm ownership loans, operating loans, and emergency loans under the Consolidated Farm and Rural Development Act; and

(3) The Conservation Reserve Program.

(b) The requirement that you obtain catastrophic risk protection will apply to all new and amended applications, contracts and loans obtained after October 13, 1994.

Done in Washington, D.C., on December 21, 1994

**Suzette Dittrich,**

*Acting Manager, Federal Crop Insurance Corporation.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 94-NM-225-AD Amendment 39-9115; AD 95-01-04]

#### **Airworthiness Directives; Boeing Model 747-100 Series Airplanes Equipped With Freighter Conversion Modification Installed in Accordance With Supplemental Type Certificate (STC) SA2322SO**

**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 Boeing Model 747-100 series airplanes. This action requires an inspection to detect discrepancies of the lap joint in certain fuselage stations, repair of any discrepancies, and modification of a certain lap joint. This amendment is prompted by reports of holes in the lap joints and longerons of these airplanes. The actions specified in this AD are intended to prevent reduced fatigue life of the fuselage in the areas in which holes are found.

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

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

Comments for inclusion in the Rules Docket must be received on or before March 7, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-

225-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from GATX/Airlog Company, Tulsa International Airport, P.O. Box 582527, Tulsa, Oklahoma 74158. This information may be examined 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.

**FOR FURTHER INFORMATION CONTACT:**

Steven C. Fox, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2777; fax (206) 227-1181.

**SUPPLEMENTARY INFORMATION:** On July 3, 1990, the FAA issued AD 90-15-06, amendment 39-6653 (55 FR 28600, July 12, 1990), applicable to certain Boeing Model 747 series airplanes, to require inspection to detect cracking and corrosion of the skin lap joints in the fuselage upper lobe, and repair, if necessary. Recently, operators of Model 747-100 series airplanes have reported finding "hidden" open fastener holes in the middle row of the lap joint, as well as misdrilled holes, elongated holes, "figure eight" holes, and short-edged margins in the fastener holes of the fuselage skin. Additionally, one operator reported finding multiple open, misdrilled, and "figure eight" fastener holes in the structural longeron beneath the lap joints. These holes were found during inspections being performed in accordance with AD 90-15-06. In each case, these holes were found on Boeing Model 747-100 series airplanes that had been modified by GATX/Airlog Company in accordance with Supplemental Type Certificate (STC) SA2322SO.

Fastener holes in the lap joint and longeron of the fuselage, if not corrected, could reduce the fatigue life of the fuselage in the affected area.

GATX installed a main deck cargo side door on these airplanes as part of a conversion that reconfigured these airplanes to freighters. The modification includes installation of an external doubler over portions of the lap joint of the fuselage skin at stringer 4L between fuselage stations 1660 and 2040. The installation of the doubler makes it impossible to perform the inspection required by AD 90-15-06 without first removing the doubler to perform the inspection. The modification also entails removal of the original lap joint hat section stringer and replacement

with a "T" section longeron. This longeron was designed to carry body bending loads around the door structure.

The FAA has reviewed and approved GATX/Airlog Service Bulletin 94-MG-1000-009, dated May 4, 1994, which describes procedures for modification of the longitudinal lap joint in the upper body skin of stringer 4L, at fuselage station (FS) 1689.5 to FS 1741.1, and FS 1961.1 to FS 2010.5. This modification entails removal of two sections of the lap joints in stringer 4L. These lap joints currently are hidden by the modification that was accomplished in accordance with STC SA2322SO. Removal of these sections of the lap joint also constitutes terminating action for the inspections required by AD 90-15-06 for the lap joint section that was removed.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent reduced fatigue life of the fuselage in the area in which holes are found. This AD requires a one-time detailed close visual inspection of the lap joint of stringer 4L from fuselage stations 1660 to 2040 to detect discrepancies (such as corrosion, cracking, open holes, misdrilled holes, and any freeze plugs in the fuselage skin and internal stringer or longerons). Any discrepancy detected must be repaired in accordance with a method approved by the FAA. Additionally, this AD requires that operators submit a report of their findings, positive or negative, to the FAA.

This AD also requires modification of the longitudinal lap joint in the upper body skin of stringer 4L at FS 1689.5 to FS 1741.1, and FS 1961.1 to FS 2010.5. The modification is required to be accomplished in accordance with the service bulletin described previously. Accomplishment of this modification terminates the inspections required by AD 90-15-06 at this location only.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of