

Authority: 12 U.S.C. 1757, 1766, and 1781-1790. Section 741.11 is also authorized by 31 U.S.C. 3717.

3. Section 741.3 is amended by revising the heading and adding new paragraph (c) to read as follows:

§ 741.3 Other requirements.

* * * * *

(c) Adhere to the requirements stated in Part 703 of this chapter concerning transacting business with corporate credit unions.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-NM-110-AD]

Airworthiness Directives; British Aerospace Model Viscount 744, 745D, and 810 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 British Aerospace Model Viscount 744, 745D, and 810 series airplanes. This proposal would require repetitive inspections to detect discrepancies of certain fittings and the actuator beam structure of the nose landing gear, and replacement of discrepant parts. This proposal is prompted by reports of fatigue cracking of the undercarriage bracing of the nose wheel. The actions specified by the proposed AD are intended to prevent such fatigue cracking, which could result in the failure of the structure and fittings, and subsequent collapse of the nose landing gear.

DATES: Comments must be received by May 5, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-110-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from British Aerospace Regional Aircraft Ltd.,

Engineering Support Manager, Military Business Unit, Chadderton Works, Greengate, Middleton, Manchester M24 1SA, England. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT:

William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1320.

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 94-NM-110-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. 94-NM-110-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on all British Aerospace Model Viscount 744, 745D, and 810 airplanes.

The CAA advises that reports have been received of cracking in the bracing structures of the nose wheel undercarriage on these airplanes. Investigation revealed that the cracking was fatigue related, and that deterioration of the structure also has occurred. These conditions, if not detected and corrected in a timely manner, could result in the collapse of the nose landing gear.

British Aerospace has issued Viscount Alert Preliminary Technical Leaflet (PTL) 331, VIS 1 Doc 12 (for Model 744 and 745D airplanes), and PTL 202, VIS 1 Doc. 4 (for Model 810 airplanes), both dated November 1, 1991. These PTL's describe the following procedures:

1. Procedures for repetitive non-destructive testing (NDT) inspections to detect cracking of the actuator attachment fittings of the nose landing gear.

2. Procedures for repetitive visual inspections to detect signs of structural deterioration of the central diaphragms of the actuator beam structure.

3. Procedures to detect elongation, cracking, buckling in the central diaphragms and reinforcing angles, and loosening of fasteners of the mounting bolt holes of the actuator attachment. And

4. Procedures for replacement of deteriorated or cracked parts with new parts. The CAA classified these alert PTL's as mandatory in order to assure the continued airworthiness of these airplanes in the United Kingdom.

This airplane model is manufactured in the United Kingdom and is type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require repetitive inspections to detect discrepancies of certain fittings and the actuator beam structure of the nose landing gear, and replacement of discrepant parts. The actions would be required to be accomplished in accordance with the alert PTL's described previously.