airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 8 work hours per airplane to accomplish the proposed actions, and that the average labor rate is $60 per work hour. Required parts would cost approximately $90,000 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $1,628,640, or $90,480 per airplane.

The FAA has been advised that the only U.S. operator of Lockheed Model 382 series airplanes has already equipped half of its fleet (9 airplanes) with the valve housing assembly that would be required by this proposed rule. Therefore, the future economic cost of this rule on U.S. operators is now only $814,320.

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 promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–8961 (59 FR 35236, July 11, 1994), and by adding a new airworthiness directive (AD), to read as follows:

Lockheed: Docket 94–NM–240–AD. Supersedes AD 94–14–09, Amendment 39–8961.

Applicability: Model 382, 382E, and 382G series airplanes; equipped with a servo-type valve housing assembly, having part number 714325–2, –3, –5, –6, or –7, installed on any outboard engine; 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 (c) 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 ensure that the airplane maintains adequate thrust decay characteristics in the event of critical engine failure during takeoff, accomplish the following:

(a) Within 60 days after August 10, 1994 (the effective date of AD 94–14–09, amendment 39–8961), revise the Limitations and Performance Data Sections of the FAA-approved Airplane Flight Manual (AFM) to include information specified in Lockheed Airplane Flight Manual Supplement 382–16, dated August 11, 1993, and operate the airplane accordingly thereafter. The requirements of this paragraph may be accomplished by inserting AFM Supplement 382–16 into the AFM.

(b) Within 24 months after the effective date of this AD, replace the servo-type valve housing assemblies having part number 714325–2, –3, –5, –6, or –7, with part number 714325–1, on the propeller governors installed on the outboard engines, in accordance with Lockheed Document SMP–515C, Card No. CO–135. Replacement of these assemblies with part number 714325–1, constitutes terminating action for the requirements of paragraph (a) of this AD; once the replacement is accomplished, the AFM revision may be removed.

Note 2: Propeller governors with servo-type valve housing assemblies having part number 714325–2, –3, –5, –6, or –7, may be retained or replaced with part number 714325–1 for use on the inboard engine positions.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on February 2, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–3073 Filed 2–7–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–NM–221–AD]

Airworthiness Directives; Boeing Model 747 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 certain Boeing Model 747 series airplanes. This proposal would require repetitive inspections to detect cracks and/or corrosion of the girt bar support fitting at certain main entry doors; and repair or replacement of the support fitting. This proposal would also provide for various terminating actions for the repetitive inspections. This proposal is prompted by reports that, during scheduled deployment tests of main entry door slides, corrosion was found on the floor structure supports for the escape slides of the main deck entry doors on these airplanes. The actions specified by the proposed AD are intended to prevent such corrosion, which could result in separation of the escape slide from the lower door sill during deployment, and subsequently prevent proper operation of the escape slides at the main entry doors during an emergency.

DATES: Comments must be received by April 6, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation

Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–221–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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

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:

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–221–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–03, Attention: Rules Docket No. 94–M–21–D, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The FAA has received reports from operators that, during scheduled deployment tests of a main entry door slide, corrosion was found on the floor structure supports for the escape slides of the main deck entry doors on Boeing Model 747 series airplanes.

In three reported incidents, the escape slides disconnected from the lower door sill and fell to the ground. In all three incidents, the girt bar supports were found to have moderate to severe corrosion. In two cases, the fasteners that attach the serrated plate assembly to the girt bar supports were corroded and broken. One of these incidents occurred at Main Entry Door (MED) 2 and the other two incidents occurred at MED 5. These airplanes had accumulated 15 to 20 years of service since date of manufacture.

In three other reported incidents, corrosion was found on the support fitting and the fastener. The corrosion was so severe that the escape slide would have fallen off the airplane, if the slide had been deployed. Two of these incidents occurred at MED 1, and the other incident occurred at MED 4. These airplanes had accumulated 11 to 20 years of service since date of manufacture.

Additionally, four more reported incidents of corrosion were found on the girt bar supports at seven doors on six other airplanes. One of these incidents occurred at MED 2, two occurred at MED 3, three occurred at MED 4, and one occurred at MED 5. These airplanes had accumulated 9 to 18 years of service since date of manufacture.

Following these reports, the manufacturer conducted a structural review of all entry doors on Model 747 series airplanes. This review found that corrosion could occur at any main deck entry door. Each main entry door has two girt bar chock support fittings; when the escape slide is deployed, these fittings attach the escape slide to the sill of the MED. Corrosion on these fittings, if not detected and corrected in a timely manner, could result in separation of the escape slide from the lower door sill during deployment, which would prevent proper operation of the escape slides at the main entry doors during an emergency.

The FAA has reviewed and approved Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994, which describes procedures for repetitive detailed visual inspections to detect cracks and/or corrosion of the girt bar support fitting at MED's 1 through 5, inclusive; repair or replacement of the support fitting; and reinstallation of the threshold assembly. This service bulletin also describes procedures for replacing the support fittings with new support fittings having new fasteners; refinishing uncorroded support fittings; and removing the corrosion and refinishing corroded support fittings. When accomplished, these actions eliminate the need for the repetitive visual inspections. (The new support fitting has inserts of cadmium plated alloy steel that are less susceptible to corrosion.)

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require repetitive detailed visual inspections to detect cracks and/or corrosion of the girt bar support fitting at MED's 1 through 5, inclusive; repair or replacement of the support fitting; and reinstallation of the threshold assembly. The proposed AD would also require, under certain conditions, replacing the support fittings with new support fittings having new fasteners; refinishing uncorroded support fittings; and removing the corrosion and refinishing corroded support fittings. When accomplished, these latter actions would constitute terminating action for the repetitive visual inspections. The actions would be required to be accomplished in accordance with the service bulletin described previously.

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 compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been included in this notice added to this final rule to clarify this requirement.

There are approximately 868 Boeing Model 747 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 169 airplanes of U.S. registry would be affected by this proposed AD.

The proposed inspection of MED 1 would take approximately 81 work hours per door to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the total cost impact of the proposed inspection on U.S. operators is estimated to be $4,860 per door.

The proposed inspection of MED's 2, 4, and 5 would take approximately 7 work hours per door to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the total cost impact of the proposed inspection on U.S. operators is estimated to be $420 per door.

The proposed inspection of MED 3 would take approximately 13 work hours per door to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the total cost impact of the proposed inspection on U.S. operators is estimated to be $780 per door.

The proposed replacement of both support fittings would take approximately 37 work hours per door to accomplish, at an average labor rate of $60 per work hours. Based on these figures the total cost impact of the proposed replacement on U.S. operators is estimated to be $2,200 per door.

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 promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Boeing: Docket 94–M–21–D.

Applicability: Model 747 series airplanes; line numbers 1 through 868 inclusive, excluding freighters and special freighters; 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 (m) 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 corrosion on girt bar support fittings, which could result in separation of the escape slide from the lower door sill during deployment, and subsequently prevent operation of the escape slides at the main entry doors during an emergency, accomplish the following:

(a) For airplanes equipped with Main Entry Door (MED) 1: Prior to the accumulation of 16 years of service since date of manufacture of the airplane, or within 15 months after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect cracks and/or corrosion of the girt bar support fitting at the left and right MED 1, in accordance with Boeing Service Bulletin 747–3A2378, Revision 1, dated March 10, 1994.

(b) If no cracks or corrosion is found during the inspection required by paragraph (a) of this AD, prior to further flight, accomplish either paragraph (b)(1) or (b)(2) of this AD in accordance with Boeing Service Bulletin 747–3A2378, Revision 1, dated March 10, 1994.

(1) Install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (b) of this AD. Or

(2) Reinstall the threshold assembly with corrosion resistant fasteners, in accordance with the service bulletin. Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 6 years.

(c) If any crack is found during the inspection required by paragraph (a) of this AD, prior to further flight, install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with Boeing Service Bulletin 747–3A2378, Revision 1, dated March 10, 1994. After these actions are accomplished, no further action is required by paragraph (c) of this AD.

(d) If any corrosion is found during the inspection required by paragraph (a) of this AD, prior to further flight, accomplish either paragraph (d)(1) or (d)(2) of this AD, in accordance with Boeing Service Bulletin 747–3A2378, Revision 1, dated March 10, 1994.

(1) Install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (d) of this AD. Or

(2) Blend out corrosion in accordance with the service bulletin.

(i) If blend out of corrosion is beyond 10 percent of original thickness or any crack is found during accomplishment of the blend out procedures, install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (d) of this AD.

(ii) If blend out of corrosion does not exceed 10 percent of original material thickness, install the repaired fitting with new fasteners in accordance with the service bulletin, and accomplish either paragraph (d)(2)(ii)(A) or (d)(2)(ii)(B) of this AD:

(A) Install a new fitting with new fasteners, and reinstall threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (d) of this AD. Or

(B) Reinstall the threshold assembly with corrosion resistant fasteners in accordance with the service bulletin. Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 6 years.

(e) For airplanes equipped with Main Entry Doors (MED) 2, 4, and/or 5: Prior to the accumulation of 10 years of service since date of manufacture of the airplane or within 15 months after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect cracks and/or

corrosion of the girt bar support fitting at the left and right MED 2, 4, and 5, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(f) If no cracks or corrosion is found during the inspection required by paragraph (e) of this AD, prior to further flight, accomplish either paragraph (f)(1) or (f)(2) of this AD, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(1) Reinstall the serrated plate assembly and the girt bar floor fitting with corrosion resistant fasteners, in accordance with the service bulletin. Repeat the inspection required by paragraph (e) of this AD thereafter at intervals not to exceed 6 years. Or

(2) Remove the inspected fitting and reinstall it with a new coat of primer, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (f) of this AD.

(g) If any crack is found during the inspection required by paragraph (e) of this AD, prior to further flight, install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994. After these actions are accomplished, no further action is required by this paragraph of this AD.

(h) If any corrosion is found during the inspection required by paragraph (e) of this AD, prior to further flight, accomplish either paragraph (h)(1) or (h)(2) of this AD, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(1) Install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (h) of this AD. Or

(2) Blend out corrosion in accordance with the service bulletin.

(i) If blend out of corrosion is beyond 10 percent of original thickness or any crack is found during accomplishment of the blend out procedures, install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (h) of this AD.

(ii) If blend out of corrosion does not exceed 10 percent of original material thickness, install repaired fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (h) of this AD.

(i) For airplanes equipped with Main Entry Door (MED) 3: Prior to the accumulation of 16 years of service since date of manufacture of the airplane, or within 15 months after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect cracks and/or corrosion of the girt bar support fitting at the left and right MED 3, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(j) If no cracks or corrosion is found during the inspection required by paragraph (i) of this AD, prior to further flight, accomplish either paragraph (j)(1) or (j)(2) of this AD in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(1) Remove inspected angles and reinstall it with a new coat of primer, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by this paragraph (j) of this AD. Or

(2) Reinstall the corner scuff plate and the threshold apron with corrosion resistant fasteners, in accordance with the service bulletin. Repeat the inspection required by paragraph (i) of this AD thereafter at intervals not to exceed 6 years.

(k) If any crack is found during the inspection required by paragraph (i) of this AD, prior to further flight, install the new angles with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994. After these actions are accomplished, no further action is required by this paragraph of this AD.

(l) If any corrosion is found during the inspection required by paragraph (i) of this AD, prior to further flight, accomplish either paragraph (l)(1) or (l)(2) of this AD, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(1) Install the new angles with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (l) of this AD. Or

(2) Blend out corrosion in accordance with the service bulletin.

(i) If blend out of corrosion is beyond 10 percent of original thickness or any crack is found during accomplishment of the blend out procedures, install the new angles with new fasteners, and reinstall threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (l) of this AD.

(ii) If blend out of corrosion does not exceed 10 percent of original material thickness, install the repaired angles with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (l) of this AD.

(m) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(n) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on February 2, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–3074 Filed 2–7–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–NM–222–AD]

Airworthiness Directives; Airbus Model A310 and A300–600 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 certain Airbus Model A310 and A300–600 series airplanes. This proposal would require repetitive Tap Test inspections to detect debonding of the elevator skins, and corrective actions, if necessary. This proposal is prompted by a report that a debonded area of the upper skin of an elevator had been discovered during a visual inspection. The actions specified by the proposed AD are intended to prevent the presence of water in the elevator, which could cause debonding of the elevator skins and, consequently, adversely affect the structural integrity of the elevator.

DATES: Comments must be received by March 22, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–222–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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France.