

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 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 a new AD to read as follows:

95-03-02 Brackett Aircraft Company, Inc.: Amendment 39-9139; Docket No. 94-CE-08-AD.

Applicability: The following air filter assemblies that utilize a neoprene gasket incorporated in accordance with Supplemental Type Certificate (STC) SA71GL and installed on, but not limited to, the following corresponding airplanes, certificated in any category:

Air filter assembly	Airplanes installed on
BA-2010 BA-4106	Beech Model 77 Airplanes. Cessna Models 120, 140, 140A, 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150M, 152, and A152; Champion Models 7ACA, 7ECA, and 7FC; Christian Industries Model Husky A-1; Luscombe Models 8, 8A, 8B, 8C, 8D, 8E, 8F, and T-8F; and Piper Models PA-22, PA-22-135, PA-22-150, PA-22-160, PA-22-180, PA-20-115, PA-20-135, PA-38, J-3, J3C-65, J3C-65's, PA-11, PA-11's, J4A, J4AS, J4E, J5A, J5A-80, PA-12, PA-12's, PA-16, PA-17, PA-18, PA-18A, PA-18's, PA-18-"125", PA-18AS-"125", PA-18's-"125", PA-18-"135", PA-18A-"135", PA-18AS-"135", and 8S-135 Airplanes.
BA-4210	Grumman American Aviation Corporation Models AA-1, AA-1A, AA-1B, AA-1C, and AA-5 Airplanes.
BA-5110	Cessna 170, 170A, 170B, 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, and 172M; and Mooney Mite Aircraft Corporation Model M-18C Airplanes.
BA-5110A	Cessna Models 172N and 172P Airplanes.
BA-6110	Mooney Models M20, M20A, M20B, M20C, M20D, and M20G; and Maule Models M4, M4C, M4S, M4T, M-4-220, M-4-220C, M-4-220S, M-4-220T, M-4-180C, M-4-180S, M-4-180T, M-5-220C, M-5-235C, M-5-180C, M-5-210TC, M-6-180, M-6-235, and M-7-235 Airplanes.
BA-8910	Aero Commander Models 100 and 100A Airplanes.

Compliance: Required within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished, and thereafter at intervals not to exceed 100 hours TIS.

To prevent gasket particles from entering the carburetor because of air filter gasket failure, which could result in partial or complete loss of engine power, accomplish the following:

(a) Visually inspect the inside and outside of the air filter frame for gasket looseness, movement, or deterioration in accordance with Brackett Air Filter Document I-194, dated March 16, 1994. If any gasket looseness, movement, or deterioration is found, prior to further flight, accomplish the following:

(1) Remove the air filter frame by removing the screws, nuts, and washers on the air filter frame (3 to 4 each) or the airlocks, as applicable. Note that the screws securing the grill to the frame need not be removed.

(2) Remove and replace the neoprene gasket in accordance with Brackett Air Filter Document I-194. Inspect the carburetor in accordance with the applicable maintenance manual for gasket material ingestion. Remove any material ingested.

(3) Reinstall the filter frame to the carburetor heat box with the screws, nuts, and washers (3 to 4 each) or the airlocks, as applicable, that were earlier removed. Torque

each nut to where the neoprene gasket is compressed to one-half its original thickness.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, 3960 Paramount Boulevard, Lakewood, California 90712. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

(d) The inspections required by this AD shall be done in accordance with Brackett Air Filter Document I-194, dated March 16, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Brackett Aircraft Company, Inc., 7045 Flightline Drive, Kingman, Arizona 86401. Copies may be inspected at the FAA,

Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment (39-9139) becomes effective on March 17, 1995.

Issued in Kansas City, Missouri, on January 31, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-2786 Filed 2-13-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-SW-05-AD; Amendment 39-9149; AD 95-03-13]

Airworthiness Directives; McDonnell Douglas Helicopter Systems and Hughes Helicopters, Inc. Model 369 and OH-6A Series Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD),

applicable to McDonnell Douglas Helicopter Company and Hughes Helicopters, Inc. Model 369 and OH-6A series helicopters with certain main rotor (M/R) blade assemblies or certain M/R hub lead-lag assemblies installed, that currently requires repetitive inspections and checks for cracks. This amendment requires the same inspections as the superseded AD, but would eliminate pilot checks, expand the areas of inspection, and require the application of slippage marks on each M/R blade root fitting lug and related bushings. This amendment is prompted by additional reports of cracks in the M/R blade root fittings, lugs, and adjacent blade skin, and movement of the root fitting bushings. The actions specified by this AD are intended to prevent failure of a M/R blade assembly or a M/R hub lead-lag link assembly, loss of a M/R blade, and subsequent loss of control of the helicopter.

DATES: Effective March 21, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 21, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from McDonnell Douglas Helicopter Systems, Technical Publications, Bldg. 530/B111, 5000 E. McDowell Road, Mesa, Arizona 85205-9797. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Brent Bandley, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, California 90712, telephone (310) 627-5237, fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 91-17-04, Amendment 39-8003 (56 FR 42230, August 27, 1991), which is applicable to McDonnell Douglas Helicopter Systems and Hughes Helicopters, Inc. Model 369 and OH-6A series helicopters with certain main rotor (M/R) blade assemblies or certain M/R hub lead-lag assemblies installed, was published in the **Federal Register** on July 21, 1994 (59 FR 37185). That action proposed to require application of a slippage mark on each M/R blade root fitting lug and related bushings to detect movement within 25 hours time-in-service (TIS). In

addition, that action proposed to require, within 25 hours TIS after the effective date of the AD and thereafter at intervals not to exceed 100 hours TIS from the last inspection, that the M/R blade assembly be removed and that the M/R blade root fittings (root fittings), root fitting lugs, lead-lag lugs, the M/R blade skin, and the doublers adjacent to the root fittings be inspected for cracks. That action also proposed that the lug bushings be inspected for looseness and slippage, and that slippage marks be applied if not already present. Visual inspections of the root fittings and M/R lead-lag links for cracks and inspection of the bushing slippage marks for movement, without removing the M/R blade, were also proposed at intervals not to exceed 25 hours TIS.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for editorial changes and a change in the manufacturer's name from McDonnell Douglas Helicopter Company to McDonnell Douglas Helicopter Systems. Additionally, the FAA has revised the average labor rate from \$55 per work hour to \$60 per work hour, which raises the estimated total cost impact of the AD to \$1,320,000. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 1,000 helicopters of U.S. registry will be affected by this AD, that it will take approximately 22 work hours per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,320,000.

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.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT

Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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 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 39-8003 (56 FR 42230, August 27, 1991), and by adding a new airworthiness directive (AD), Amendment 39-9149, to read as follows:

95-03-13 McDonnell Douglas Helicopter Systems and Hughes Helicopters, Inc.: Amendment 39-9149. Docket No. 94-SW-05-AD. Supersedes AD 91-17-04, Amendment 39-8003.

Applicability: Model 369 and OH-6A series helicopters, with any of the following parts installed: (1) Main rotor (M/R) blade assembly (blade assembly), part number (P/N) 369A1100-BSC, -501, -503, -505, -601, or -603; 369D21100-BSC, -503, -505, -507, -509, -511, -513, or -515; 369D21102-BSC or -501; or (2) M/R hub lead-lag link assembly (lead-lag link assembly), P/N 369A1203-BSC, -3, or -11; 369H1203-BSC, -11, -21, or -31, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a M/R blade assembly or a M/R hub lead-lag link assembly, loss of a M/R blade, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 25 hours time-in-service (TIS) after the effective date of this AD, and thereafter at intervals not to exceed 100 hours TIS from the last inspection, remove each blade assembly from the helicopter and accomplish the following:

(1) Inspect the attachment lugs of the M/R blade root fittings (root fittings) and the M/

R lead-lag links (links) for cracks and the lug bushings (bushings) for looseness. Conduct the inspections in accordance with paragraph (b) of Part I of McDonnell Douglas Helicopter Company Service Information Notice HN-211.4, DN-51.6, EN-42.4, FN-31.4 (SIN), dated January 27, 1993.

(2) Visually inspect the following for cracks—

(i) The root fittings around the blade attachment lugs; and,

(ii) The M/R blade doubler and blade skin adjacent to the root fittings.

(3) Mark the root fittings and bushings with slippage marks in accordance with paragraph (e) of Part I of the SIN, dated January 27, 1993, if the slippage marks are degraded or missing.

(4) Replace any M/R blades or links found to be cracked or to have loose bushings with airworthy parts before further flight.

(b) Within 25 hours TIS after compliance with the requirements of paragraph (a) of this AD, and thereafter at intervals not to exceed 25 hours TIS from the last inspection, accomplish the following without removing the M/R blade:

(1) Visually inspect the root fittings and links for cracks or loose bushings in accordance with Part II of the SIN, dated January 27, 1993.

(2) Replace any M/R blades or links found to be cracked or to have loose bushings with airworthy parts before further flight.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(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 helicopter to a location where the requirements of this AD can be accomplished.

(e) The inspections and replacements, if necessary, shall be done in accordance with McDonnell Douglas Helicopter Company Service Information Notice No. HN-211.4, DN-51.6, EN-42.4, FN-31.4, dated January 27, 1993. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McDonnell Douglas Helicopter Systems, Technical Publications, Bldg. 530/B111, 5000 E. McDowell Road, Mesa, Arizona 85205-9797. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on March 21, 1995.

Issued in Fort Worth, Texas, on February 7, 1995.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 95-3511 Filed 2-13-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 92-CE-22-AD; Amendment 39-9124; AD 95-02-06]

Airworthiness Directives; Jetstream Aircraft Limited (Formerly British Aerospace, Regional Aircraft Limited) Jetstream Model 3101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 91-08-01, which currently requires the following on Jetstream Aircraft Limited (JAL) Jetstream Model 3101 airplanes: revising the maximum speed for flaps at 50 degrees from 153/149 knots indicated airspeed (KIAS) to 130 KIAS; and limiting the maximum flap extension to 20 degrees anytime ice is present on the airplane. This action requires incorporating a flap system modification as terminating action for the requirements of AD 91-08-01. The actions specified by this AD are intended to prevent sudden pitch down of the airplane during icing conditions, which could lead to loss of control of the airplane.

DATES: Effective March 10, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 10, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; telephone (44-292) 79888; facsimile (44-292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029; telephone (703) 406-1161; facsimile (703) 406-1469. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Raymond A. Stoer, Program Officer,

Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 513.3830; facsimile (322) 230.6899; or Mr. John P. Dow, Sr., Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION: A proposal (supplemental notice of proposed rulemaking) to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain JAL Model 3101 airplanes was published in the **Federal Register** on October 13, 1994 (59 FR 51875). The action proposed to supersede AD 91-08-01, Amendment 39-7007, with a new AD that would (1) Retain the flap system operating revision and limitation currently required until the 35-degree flap system modification was incorporated; and (2) eventually require incorporating the 35-degree flap system modification in accordance with the instructions in Jetstream Aircraft Limited Service Bulletin No. 27-JA 910541, which consists of the following pages:

Page Nos.	Revision level	Date
2, 5 through 30 and 33 through 45.	Revision 1	November 11, 1991.
31	Revision 2	February 4, 1992.
1, 3, 4, and 32 ..	Revision 3	November 16, 1992.

Interested persons have been afforded an opportunity to participate in the making of this amendment. One comment was received in favor of the proposal and no comments were received concerning the FAA's determination of the cost to the public.

After careful review of all available information, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD nor add any additional burden upon the public than was already proposed.

The FAA estimates that 141 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 23 workhours per airplane to accomplish the required action, and that the average labor rate is approximately \$55 an hour. The manufacturer will provide parts at no cost to the owner/operator. Based on these figures, the