

Service Bulletin S.B. 8-24-53, dated September 7, 1994.

(b) As of the effective date of this AD, no person shall install an Ametek/Weston battery temperature monitor, P/N 522487, on any airplane.

(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, Standardization Branch, ANM-113, 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, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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 14, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-4121 Filed 2-17-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 93-CE-03-AD]

Airworthiness Directives; Fairchild Aircraft SA26, SA226, and SA227 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: This document withdraws a notice of proposed rulemaking (NPRM) that would have revised AD 93-19-06, which requires repetitively inspecting acrylic cabin and cockpit windows for cracks on Fairchild Aircraft SA26, SA226, and SA227 series airplanes, and, if cracks are found that exceed certain limits, replacing that window. The revision document was proposed to more fully define the crack limits and establish clearer repetitive inspection intervals under those crack limits for the affected airplanes. Several incident reports of cockpit side window failures on the affected airplanes that were in compliance with AD 93-19-06 prompted the FAA to propose a modification to these windows in another AD action, which would supersede the current AD. The FAA is withdrawing the current NPRM and

issuing another NPRM to propose this modification.

FOR FURTHER INFORMATION CONTACT: Mr. Hung Viet Nguyen, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5155; facsimile (817) 222-5959.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations to include an airworthiness directive (AD) that would apply to Fairchild Aircraft SA26, SA226, and SA227 series airplanes was published in the **Federal Register** on March 30, 1994 (59 FR 14795). The action proposed to revise AD 93-19-06, Amendment 39-8705, to more fully define the crack limits and establish clearer repetitive inspection intervals under those crack limits for the affected airplanes. AD 93-19-06 requires repetitively inspecting acrylic cabin and cockpit windows for cracks on certain Fairchild Aircraft SA26, SA226, and SA227 series airplanes, and, if cracks are found that exceed certain limits, replacing that window. The actions are accomplished in accordance with the following service bulletins (SB), as applicable:

Fairchild SB 226-56-001, Issued: February 2, 1983; Revised: November 26, 1991.
 Fairchild SB 227-56-001, Issued: February 2, 1983; Revised: November 26, 1991.
 Fairchild SB 226-56-002, Issued: March 3, 1983; Revised: May 29, 1992.
 Fairchild SB 227-56-002, Issued: January 5, 1984; Revised: May 29, 1992, and April 1, 1993.
 Fairchild SB 226-56-003, Issued: September 13, 1984; Revised: November 2, 1989.
 Fairchild SB 227-56-003, Issued: September 13, 1984; Revised: November 2, 1989.
 Fairchild SB 26-56-10-038, Issued: October 8, 1984; Revised: February 7, 1991.
 Fairchild SB 26-56-20-042, Issued: November 28, 1988; Revised: February 7, 1991.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

Since issuance of the NPRM, the FAA has received several incident reports of cockpit side window failures on the affected airplanes. All of the airplanes involved in the referenced incidents are in compliance with AD 93-19-06. After a review of all available information related to the incidents referenced above, the FAA is proposing a modification to these windows in another AD action that would supersede AD 93-19-06, and is withdrawing the current NPRM.

Withdrawal of this NPRM constitutes only such action, and does not preclude the agency from issuing another notice in the future or commit the agency to any course of action in the future.

Since this action only withdraws an NPRM, it is neither a proposed rule nor a final rule and therefore, is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

List of Subjects in 14 CFR Part 39

Air Transportation, Aircraft, Aviation Safety, Safety.

The Withdrawal

Accordingly, the notice of proposed rulemaking, Docket No. 93-CE-03-AD, published in the **Federal Register** on March 30, 1994 (59 FR 14795), is withdrawn.

Issued in Kansas City, Missouri, on February 14, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-4129 Filed 2-17-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-CE-22-AD]

Airworthiness Directives; Fairchild Aircraft SA26, SA226, and SA227 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede AD 93-19-06, which currently requires repetitively inspecting acrylic cabin and cockpit side windows for cracks on certain Fairchild Aircraft SA26, SA226, and SA227 series airplanes, and, if cracks are found that exceed certain limitations, replacing that window. The proposed action would require modifying certain cockpit side windows, and would more fully define the crack limitations and establish clearer repetitive inspection intervals for the affected airplanes. The actions specified by the proposed AD are intended to prevent acrylic cockpit or cabin side window failures, which, if not detected and corrected, could result in airframe damage and decompression injuries.

DATES: Comments must be received on or before April 28, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation