

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 reduced structural integrity of the fuselage due to the problems associated with fatigue cracks at stringer 39, accomplish the following:

(a) Prior to the accumulation of 1,700 flight cycles after the effective date of this AD, or within 36 months after the effective date of this AD, whichever occurs first, install a doubler on stringer 39 at frame 53-2, left and right sides, in accordance with Airbus Service Bulletin A340-53-4009, dated August 2, 1994.

(b) 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.

(c) 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.

(d) The installation shall be done in accordance with Airbus Service Bulletin A340-53-4009, dated August 2, 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected 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.

(e) This amendment becomes effective on June 29, 1995.

Issued in Renton, Washington, on June 6, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-14318 Filed 6-13-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-SW-27-AD; Amendment 39-9276; AD 95-06-03]

Airworthiness Directives; Robinson Helicopter Company Model R22 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 95-06-03 which was sent previously to all known U.S. owners and operators of Robinson Helicopter Company (Robinson) Model R22 helicopters by individual letters. This AD requires an inspection and modification of the main rotor (M/R) gearbox. This amendment is prompted by a report of an incident involving a Model R22 helicopter in which the two M/R mast spanner nuts (nuts) became loose, resulting in failure of the M/R mast support structure. The actions specified by this AD are intended to prevent M/R separation and subsequent loss of control of the helicopter.

DATES: Effective on June 29, 1995, to all persons except those persons to whom it was made immediately effective by priority letter AD 95-06-03, issued on March 8, 1995, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before August 14, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-SW-27-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Ms. Elizabeth Bumann, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (310) 627-5265, fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: On March 8, 1995, the FAA issued priority letter AD 95-06-03, applicable to Robinson R22 helicopters, which requires, within 25 hours time-in-service (TIS) after the effective date of this AD, removal and disassembly of the M/R gearbox; measurement of the break-loose torque value of the upper spanner nut; replacement of the lock washers; increasing the torque values of the two spanner nuts; reassembly and installation of the M/R gearbox; and verification of the M/R balance in

accordance with the applicable maintenance manual. That action was prompted by an incident reported by the Civil Aviation Authority (CAA) of New Zealand involving failure of the main rotor (M/R) mast support structure. An investigation revealed that the two M/R mast spanner nuts (nuts) became loose and allowed the M/R shaft to pull through the retention bearing in the M/R gearbox. As the loads transferred from the M/R gearbox bearing to the top of the mast, the rivets that attach the mast bearing outer housing to the M/R shaft sheared, resulting in failure of the M/R mast support structure.

Prior to June 15, 1992, the M/R gearbox assembly, P/N A006-1 Revisions A through Z, may have been assembled with paint on the clamping surface of the M/R shaft, preventing a good clamping surface for the nuts. Two earlier incidents in Australia prompted the Commonwealth of Australia CAA to issue CAA AD/R22/35, dated September 1992, to inspect the nuts for looseness and increase the nut torque values. The FAA did not issue an AD at that time due to inconclusive information from the two isolated incidents. The compliance procedure of this AD differs from CAA AD/R22/35 by requiring replacement of the lock washer, part number (P/N) A269-1, located between the mast bearing and the upper nut, with a different lock washer, P/N A269-2. The torque values on both nuts have also been increased. The FAA has determined that under-torqued nuts may become loose and create an unsafe condition. Due to the criticality of ensuring that the nuts are properly torqued, this AD is being issued immediately to correct an unsafe condition. That condition, if not corrected, could result in M/R separation and subsequent loss of control of the helicopter.

Since the unsafe condition described is likely to exist or develop on other Robinson Model R22 helicopters of the same type design, the FAA issued priority letter AD 95-06-03 to prevent M/R separation and subsequent loss of control of the helicopter. The AD requires, within 25 hours time-in-service (TIS), removal and disassembly of the M/R gearbox; measurement of the break-loose torque value of the upper spanner nut; replacement of the lock washers; increasing the torque values of the two spanner nuts; reassembly and installation of the M/R gearbox; and verification of the M/R balance in accordance with the applicable maintenance manual.

Since the issuance of that AD, the FAA has received information that Robinson Helicopter Company may not

be providing to all individuals the MT-124 tool required to remove and install the nuts. The relevant AD Note has been revised to state that individuals may request an alternative method of compliance to use a different nut socket in lieu of the MT-124 tool. Also, Note 1 has been added to the AD clarifying the applicability to helicopters that have been modified, altered, or repaired in the area subject to the requirements of this AD. The addition of this note changed the numbering of the subsequent notes. Paragraph (a) of the AD has also been changed to allow use of an unserviceable M/R hub bolt or 5/8-inch diameter bolt to counteract torque when removing the nuts. Finally, nomenclature and part numbers have been added throughout the AD for clarification. The FAA has determined that these minor changes will neither change the meaning or scope of the AD nor increase any burden on any operator.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on March 8, 1995, to all known U.S. owners and operators of Robinson Model R22 helicopters. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic,

environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 94-SW-27-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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, 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 airworthiness directive to read as follows:

95-06-03 Robinson Helicopter Company: Amendment 39-9276. Docket No. 94-SW-27-AD.

Applicability: Model R22 helicopters with main rotor gearbox (gearbox), part number (P/N) A006-1, Revisions A through Z, manufactured or overhauled prior to June 15, 1992, installed, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters 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 (b) 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 helicopter from the applicability of this AD.

Note 2: The revision level (revision letter) of the gearbox can be found on the data plate next to the sight glass.

Compliance: Required as indicated, unless accomplished previously. To prevent main rotor (M/R) separation and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 25 hours time-in-service after the effective date of this AD, inspect and modify the gearbox in accordance with the following:

(1) Remove the gearbox in accordance with the applicable maintenance manual.

(2) Drain the gearbox by removing the chip detector housing.

(3) Perform the following inspection and torquing of the shaft retaining nuts.

Note 3: A special tool, a spanner nut socket, P/N MT124-1, may be obtained from Robinson Helicopter Company. If that tool is not available, individuals may propose using a different nut socket in accordance with paragraph (b) of this AD.

(i) Lay the gearbox on its side using care to prevent damage to the slider tube. Remove the eight NAS1291-4 nuts and two MS20074-04-10 hex head cap screws holding the sump in place.

(ii) Gently remove the sump and discard the O-ring, using care to keep all washers on their respective bolts. With the bolts still attached to the sump, replace the sump nuts on the bolts to retain the washers (the washer-shim stack is the same at each location). Hand-tighten the nuts.

(iii) Bend back the two lock washer tabs locking the lower nut, P/N A153-1. Insert an

unserviceable M/R hub bolt or a 5/8-inch diameter bolt through the teeter hinge bolt hole in the M/R shaft to counteract torque. Clamp the unserviceable M/R hub bolt or the 5/8-inch diameter bolt in a vise or otherwise fasten it to a workbench. Do not clamp the M/R shaft. Remove the lower nut from the M/R shaft using a socket, P/N MT124-1, or an FAA-approved equivalent tool. Remove and discard the lower lock washer, P/N A269-1.

(iv) Bend back the two lock washer tabs locking the upper nut, P/N A153-1. Remove the upper nut, measuring the torque required to break the nut loose. Remove and discard the upper lock washer, P/N A269-1.

(v) If the upper nut required more than 10 ft.-lb. torque to break loose, proceed to paragraph (a)(3)(vi). If the upper nut required 10 ft.-lb. torque or less to break loose, report within 5 days the M/R gearbox P/N and break-loose torque value to the Propulsion Manager, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056. Remove the gear carrier from the M/R shaft. Inspect the splines and clamping surfaces on both the shaft and gear carrier for pitting, galling, or scoring of surfaces. Replace any unworthy parts. If the inspection revealed no pitting, galling, or scoring of surfaces, remove any paint from the clamping surface on the shaft using either paint remover or a plastic or wooden scraper, and ensure the surface is smooth and clean. Reassemble the gear carrier to the shaft.

(vi) Inspect the two dowels or roll pins in the gear carrier for damaged surfaces. Dowels or roll pins must protrude 0.045 to 0.055 inches for proper engagement with the lock washer, P/N A269-2. Also clean the nuts, M/R shaft threads, and sump, using methyl-ethyl-ketone (MEK) or Trichlorethane (1,1,1, TCE) before reassembly.

(vii) Install a lock washer, P/N A269-2. Apply anti-seize (Loctite Anti-seize 767), P/N A257-9, to the M/R shaft threads and to the chamfered-side face and threads of one

nut and install the nut with the chamfered side against the lock washer. Verify that the dowels or roll pins are aligned with the holes in the lock washer. Torque the nut to between 170 and 200 ft.-lb., as required to align two lock washer tabs (tabs) with the nut. Do not untorque the nut to align the lock washer tabs with the nut. For the two tabs that are aligned with the recessed areas, bend down the tabs into the recessed areas of the nut and inspect the edges of the bent tabs for cracks.

(viii) Before installing the lock washer, P/N A269-1, note that the edges are sharp on one side and rounded on the other. De-burr the sharp edges on two opposite tabs (see figure 1). This will reduce the chance of cracking when these tabs are bent up. Install the lock washer with the rounded edges toward the installed nut.

(ix) Apply anti-seize, P/N A257-9, to the chamfered-side face and threads of the lower nut. Align the two de-burred tabs with the upper nut and install the lower nut with the chamfered side against the lock washer. Hand-tighten the nut to hold the washer in place. Bend the two de-burred tabs up to lock with the upper nut. Torque the lower nut to between 90 and 120 ft.-lb., as required to align the two additional tabs. Do not untorque the nut to align the lock washer tabs with the nut. For the two tabs that are aligned with the recessed areas, bend down the tabs into the recessed areas of the nut to lock the lower nut.

(x) Verify that all six bent tabs properly engage the nuts (four tabs to the upper nut and two to the lower nut), and inspect the edges of the bent tabs for cracks. Replace any cracked lock washers. Remove excess anti-seize compound.

(xi) Lubricate the O-ring, P/N A215-271, with oil, P/N A257-2, and install the O-ring on the sump. Clean and inspect the sealing surface of the gearbox housing for smoothness. Lightly lubricate the sealing surface with oil, P/N A257-2.

(xii) Reinstall the sump onto the gearbox housing using the same washer-shim stacks that were removed in accordance with paragraph (a)(3)(ii) of this AD. Torque the sump bolts and chip detector as follows:

(A) For the eight NAS1291-4 nuts on the AN4 bolts for the sump: 90 in.-lb. of torque (includes nut self-locking torque);

(B) For the two cap screws, P/N MS20074: 60 in.-lb. of torque and install safety wire;

(C) For the chip detector, P/N A7260, (large nut): 150 in.-lb. of torque and install safety wire;

(D) For the chip detector, P/N A7260, (small nut): 75 in.-lb. of torque and install safety wire.

Note 4: Be sure to install ground wires under the nut located aft of the forward right-hand mount.

(4) Reinstall the gearbox in accordance with the applicable maintenance manual.

(5) Fill the gearbox with oil, P/N A257-2, to the middle of the sight glass.

(6) Verify the M/R balance in accordance with the applicable maintenance manual.

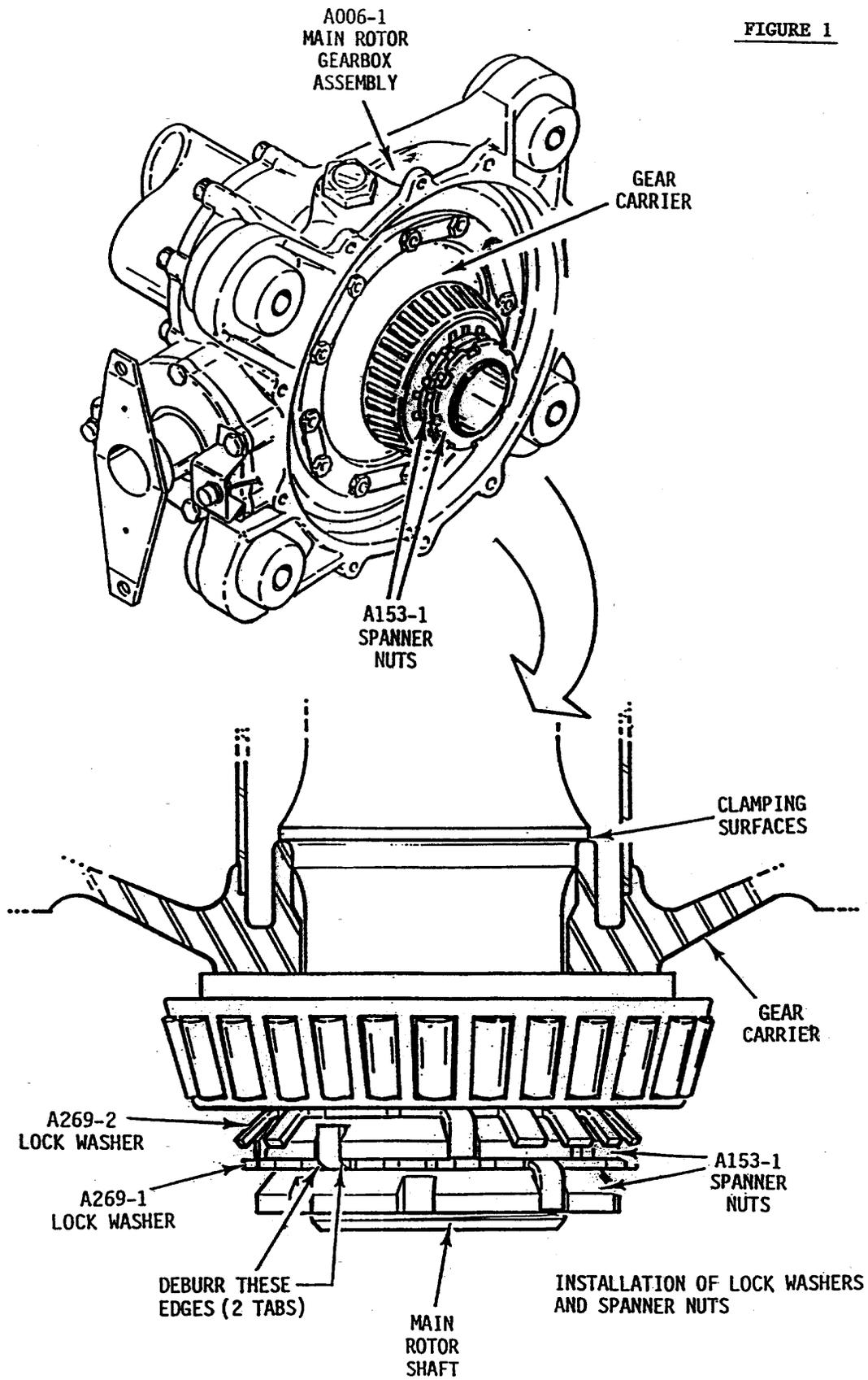
(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who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

Note 5: 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.

(c) 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.

(d) This amendment becomes effective on June 29, 1995, to all persons except those persons to whom it was made immediately effective by Priority Letter AD 95-06-03, issued March 8, 1995, which contained the requirements of this amendment.

BILLING CODE 4910-13-P



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

Mark R. Schilling,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

[FR Doc. 95-14445 Filed 6-13-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 95-CE-24-AD; Amendment 39-9267; AD 95-12-16]

Airworthiness Directives; Mooney Aircraft Corporation Model M20R Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes priority letter Airworthiness Directive (AD) 95-07-04, which currently requires the following on certain Mooney Aircraft Corporation (Mooney) Model M20R airplanes: repetitively inspecting the exhaust system for cracks, replacing the exhaust system if any cracks are found, and reporting to the Federal Aviation Administration (FAA) any cracks found. This action retains the repetitive inspection requirement of AD 95-07-04 until the exhaust system is modified, and requires eventual modification of the exhaust system on the affected airplanes. Several reports of exhaust system cracks on Mooney Model M20R airplanes prompted this action. The actions specified by this AD are intended to prevent an airplane engine fire that could result from exhaust system cracks.

DATES: Effective June 22, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 22, 1995. Comments for inclusion in the Rules Docket must be received on or before August 14, 1995.

ADDRESSES: Submit comments in triplicate to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-24-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from the Mooney Aircraft Corporation, Louis Schreiner Field, Kerrville, Texas 78028. This information may also be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-24-AD, 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:

Alma Ramirez-Hodge, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5147; facsimile (817) 223-5960.

SUPPLEMENTARY INFORMATION: On March 24, 1995, the FAA issued priority letter AD 95-07-04, which currently requires the following on certain Mooney Model M20R airplanes:

- Repetitively inspecting the exhaust system for cracks;
- Replacing the exhaust system if any cracks are found; and
- Reporting to the FAA any cracks found.

Accomplishment of this action is in accordance with section 5 and section 81 of the Mooney Model M20R Service and Maintenance Manual (section 78 in Service and Maintenance Manual revisions issued after April 1995).

Several (13) reports of exhaust system cracks on the affected airplanes prompted priority letter AD 95-07-04. The service time of the airplanes with cracks found was as low as 8 hours time-in-service. Investigation of the cracked exhaust systems revealed that these cracks formed in the exhaust header assembly, the muffler assembly, and the exhaust tailpipe assembly, specifically at the spot welds.

The exhaust system header assembly on the Model M20R airplanes is located near the fuel lines. The high temperatures emanating from exhaust system cracks could cause an airplane fire with this close proximity to the fuel lines.

Mooney issued Service Bulletin M20-257, Revision A, dated March 21, 1995, which references repetitive inspections of the exhaust system on the affected Model M20R airplanes. The exhaust system on the affected airplanes consists of the following parts:

- Exhaust Header Assembly: part number 630079-501/-502
- Muffler Assembly: part number 630088-501; and
- Exhaust Tail Pipe Assembly: part number 630087-501/-502

Since the FAA issued priority letter AD 95-07-04, Mooney has developed an exhaust system modification that, when incorporated, would eliminate the need for the repetitive inspections required by the current AD. Mooney issued Instructions—Retrofit Kit, part number (P/N) 940095-501-1, dated March 31, 1995, and Special Letter 95-1, dated April 20, 1995, which specify instructions for incorporating this

exhaust system modification on Mooney Model M20R airplanes. In addition, Mooney incorporated the instructions of both the above documents in Instructions—Retrofit Kit, P/N 940095-501-1, Revised April 21, 1995. This modification is referenced in Mooney Service Bulletin M20-257, Revision B, dated April 5, 1995.

After examining the circumstances and reviewing all available information related to the accidents described above, the FAA has determined that the modification described above should be incorporated on certain Mooney Model M20R airplanes, and that AD action should be taken in order to prevent an airplane engine fire that could result from exhaust system cracks.

Since an unsafe condition has been identified that is likely to exist or develop in other Mooney M20R airplanes of the same type design, this AD supersedes priority letter AD 95-07-04 with a new AD that (1) retains the requirement of repetitively inspecting the exhaust system for cracks until the exhaust system is modified; and (2) requires modifying the exhaust system if cracks are found and at a certain time period if cracks aren't found. This exhaust system modification eliminates the repetitive inspection requirement. Accomplishment of the exhaust system modification is in accordance with either (1) Mooney Instructions—Retrofit Kit, P/N 940095-501-1, Revised April 21, 1995; or (2) both Mooney Instructions—Retrofit Kit, P/N 940095-501-1, dated March 31, 1995, and Mooney Special Letter 95-1, dated April 20, 1995.

Since a situation exists (possible exhaust leaks near the fuel lines) that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should 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 will be considered, and this rule may be amended in light of the comments received. Factual information that