§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

95–20–01 R1 Beech Aircraft Corporation: Amendment 39–9414; Docket No. 95–CE–76–AD. Revises priority letter AD 95–20–01.

Applicability: The following airplane models and serial numbers, certificated in any category:

Model	Serial numbers
65	L–1, L–2, L–6, LC–1 through LC–239, LF–7 and LF–8.
L–23F ..... (military conversion)	L–3, L–4, L–5, and LF–9 through LF–76.

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 request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required prior to further flight after the effective date of this AD (except for those operators receiving this action by priority letter issued September 21, 1995, which made these actions effective upon receipt), unless already accomplished.

To prevent the possibility of a reduction in stability, controllability, or airplane climb performance during operation, particularly in single-engine operations at high gross weights, accomplish the following:

(a) Fabricate a placard, using letters at least 1/8-inch in height, that consists of the words ''Do not operate the airplane with the cabin door removed.'' Install this placard on the airplane's instrument panel within the pilot's clear view.

(b) Insert a copy of this AD into the Limitations Section of the airplane flight manual (AFM).

(c) The actions required by this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.11 of the Federal Aviation Regulations (14 CFR 43.11).

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

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

(e) Information related to this AD may be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment (39–9414) becomes effective on November 3, 1995, to all persons except those persons to whom it was made immediately effective by priority letter AD 95–20–01 R1, issued September 21, 1995, which contained the requirements of this amendment.

Issued in Kansas City, Missouri, on October 16, 1995.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–26107 Filed 10–23–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–183–AD; Amendment 39–9413; AD 95–22–06]

Airworthiness Directives; McDonnell Douglas Model DC–9–80 Series Airplanes and Model MD–88 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC–9–80 series airplanes and Model MD–88 airplanes. This action requires repetitive inspections to detect fatigue cracking of the shock strut cylinder of the main landing gear (MLG), and replacement of any cracked shock strut cylinder with a serviceable part. This action also provides for installation of brake line hydraulic restrictors on the MLG brake systems, which, if accomplished, terminates the repetitive inspection requirement. This amendment is prompted by a report indicating that fatigue cracking and subsequent fracturing of the shock strut cylinder of the MLG occurred due to high stress loads on the cylinder as a result of braking induced vibration. The actions specified in this AD are intended to prevent such fracturing, which could result in collapse of the MLG and consequent reduced controllability of the airplane during landing.

DATES: Effective November 8, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 8, 1995.

Comments for inclusion in the Rules Docket must be received on or before December 26, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–183–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Brent Bandley, Aerospace Engineer, Airframe Branch, ANM–120L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627–5237; fax (310) 627–5210.

SUPPLEMENTARY INFORMATION: The FAA received a report indicating that the shock strut cylinder of the left main landing gear (MLG) fractured on a McDonnell Douglas Model DC–9–80 series airplane. The fractured MLG collapsed during landing rollout. The affected shock strut cylinder had accumulated 6,386 total landings and 18,236 total hours time-in-service. Investigation revealed that the fracturing was the result of fatigue cracking caused by high stress loads on the shock strut cylinder. These high stress loads were induced by vibration, which occurs during landing rollout when the aircraft is at speeds between 40 and 50 knots, with the anti-skid system on during moderate to heavy braking. Fatigue cracking and subsequent fracturing of the shock strut cylinder, if not corrected, could result in collapse of the MLG; such a collapse could adversely affect the controllability of the airplane during landing.

The FAA has reviewed and approved McDonnell Douglas Alert Service Bulletin MD80–32A286, dated September 11, 1995, which describes procedures for repetitive dye penetrant

and magnetic particle inspections to detect cracking of the shock strut cylinder of the MLG, and replacement of any cracked shock strut cylinder with a serviceable part. The alert service bulletin also describes procedures for installation of brake line hydraulic restrictors on the left and right MLG brake systems, which eliminates the need for the repetitive inspections. Accomplishment of the installation will minimize stress loads induced by vibration and the possibility of fatigue cracking of the shock strut cylinder.

Since an unsafe condition has been identified that is likely to exist or develop on other Model DC–9–80 series airplanes and Model MD–88 airplanes of the same type design, this AD is being issued to prevent fracturing of the shock strut cylinder of the MLG, which could result in collapse of the MLG and consequent reduced controllability of the airplane during landing. This AD requires repetitive dye penetrant and magnetic particle inspections to detect cracking of the shock strut cylinder of the MLG, and replacement of any cracked shock strut cylinder with a crack-free serviceable part. This AD also provides for the installation of brake line hydraulic restrictors on the left and right MLG brake systems, which terminates the repetitive inspection requirement if it is accomplished prior to further flight after inspections are performed and no cracking is found. However, all airplanes, including those on which brake line hydraulic restrictors have been installed previously, are required to perform the inspections at least one time. The actions are required to be accomplished in accordance with the alert service bulletin described previously.

Operators should note that, McDonnell Douglas Alert Service Bulletin MD80–32A286, dated September 11, 1995, recommends that the accomplishment of the inspections be completed within 6 months (from the issue date of the service bulletin). While the FAA agrees that 6 months is an appropriate time interval in which the inspections can be accomplished and an adequate level of safety maintained, this AD specifies a compliance time of 90 days for the accomplishment of the inspections. This 90-day compliance time was developed by taking into account the manufacturer's recommended 6-month time interval from September 11, 1995 (the service bulletin issue date), as well as the number of days that are normally required for the rulemaking process to be completed (approximately 90 days). In consideration of both of these factors, the FAA finds that a compliance time of 90 days after the effective date of this final rule will fall approximately at the same time (calendar date) for compliance that has been recommended by the manufacturer. By adjusting the compliance time interval in this way:

1. Operators will be provided, in effect, with a full 6 months in which to complete the inspections;

2. The inspections can be accomplished within an interval of time that parallels normal scheduled maintenance for a majority of affected operators; and

3. The inspections will be accomplished within an appropriate interval to prevent the initiation and propagation of fatigue cracking in the shock strut cylinder.

In addition, the McDonnell Douglas service bulletin recommends that the installation of brake line hydraulic restrictors be accomplished within 12 months. However, this AD does not require such installation at a specified time; it is provided in this AD as an optional terminating action. The FAA may consider additional rulemaking to require accomplishment of the installation, but has determined that the repetitive inspections will maintain an adequate level of safety in the fleet in the meantime.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public 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 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 shall 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 Number 95–NM–183–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, 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. 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

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

95–22–06 McDonnell Douglas: Amendment 39–9413. Docket 95–NM–183–AD.

Applicability: Model DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), and DC–9–87 (MD–87) series airplanes, and Model MD–88 airplanes; as listed in McDonnell Douglas Alert Service Bulletin MD80–32A286, dated September 11, 1995; 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 (e) of this AD 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 collapse of the main landing gear (MLG) due to fracturing of the shock strut cylinder, accomplish the following:

(a) For airplanes on which brake line hydraulic restrictors have not been installed on the left and right MLG brake systems in accordance with McDonnell Douglas Alert Service Bulletin MD80–32A286, dated September 11, 1995, prior to the effective date of this AD: Within 90 days after the effective date of this AD, perform dye penetrant and magnetic particle inspections to detect cracking of the shock strut cylinder of the MLG, in accordance with McDonnell Douglas Alert Service Bulletin MD80–32A286, dated September 11, 1995.

(1) If no cracking is found, repeat the inspections thereafter at intervals not to exceed 1,200 landings.

(2) If any cracking is found, prior to further flight, replace the shock strut cylinder with a crack-free serviceable part in accordance with the alert service bulletin. After replacement, repeat the inspections at intervals not to exceed 1,200 landings.

(b) For airplanes on which brake line hydraulic restrictors have been installed on the left and right MLG brake systems in accordance with McDonnell Douglas Alert Service Bulletin MD80–32A286, dated September 11, 1995, prior to the effective date of this AD: Within 90 days after the effective date of this AD, perform dye penetrant and magnetic particle inspections to detect cracking of the shock strut cylinder of the MLG, in accordance with McDonnell Douglas Alert Service Bulletin MD80–32A286, dated September 11, 1995.

(1) If no cracking is found, no further action is required by this AD.

(2) If any cracking is found, prior to further flight, replace the shock strut cylinder with a crack-free serviceable part in accordance with the alert service bulletin. After the cylinder is replaced and the brake line hydraulic restrictors are reinstalled, no further action is required by this AD.

(c) Installation of brake line hydraulic restrictors on the left and right MLG brake systems, in accordance with McDonnell Douglas Alert Service Bulletin MD80–32A286, dated September 11, 1995, constitutes terminating action for the repetitive requirements of this AD only if it is accomplished prior to further flight after a dye penetrant and magnetic particle inspection is performed in accordance with this AD and no cracking is found during that inspection.

(d) As of the effective date of this AD, no person shall install on any airplane a MLG shock strut cylinder or MLG assembly unless that part has been inspected and found to be crack free, in accordance with McDonnell Douglas Alert Service Bulletin MD80–32A286, dated September 11, 1995.

(e) 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, Los Angeles 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, Los Angeles ACO.

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

(f) 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 initial inspection required by this AD can be accomplished. Such special flight permits may not be issued for airplanes on which cracking is found during an inspection required by this AD.

(g) The actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD80–32A286, dated September 11, 1995. 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 Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on November 8, 1995.

Issued in Renton, Washington, on October 16, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–25987 Filed 10–23–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–187–AD; Amendment 39–9412; AD 95–22–05]

Airworthiness Directives; Saab Model SAAB SF340A and SAAB 340B Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Saab Model SAAB SF340A and SAAB 340B series airplanes. This action requires repetitive inspections to detect damage of the brake assembly and wheel assembly; repair, if necessary; and installation of a heat shield. This action also provides for an optional installation which, if accomplished, constitutes terminating action for the repetitive inspections. This amendment is prompted by reports of failure of the brake assembly due to separation of the stator clips from the stator disk. The actions specified in this AD are intended to prevent failure of the brake assembly, which could result in a brake fire.

DATES: Effective November 8, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 8, 1995.

Comments for inclusion in the Rules Docket must be received on or before December 26, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–187–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from SAAB Aircraft AB, SAAB Aircraft Product Support, S–581.88, Linköping, Sweden. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Ruth E. Harder, Aerospace Engineer,