

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,

Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-1721; fax (206) 227-1149.

**SUPPLEMENTARY INFORMATION:** The Luftfartsverket (LFV), which is the airworthiness authority for Sweden, recently notified the FAA that an unsafe condition may exist on certain Saab Model SAAB SF340A and SAAB 340B series airplanes. The LFV advises that it has received several reports indicating that the brake assembly failed on several of these airplanes. Investigation revealed that the cause of the failures of the brake assemblies was due to separation of the stator clips from the stator disk. (The stator clip is a steel component that attaches to the stator lug to offer better resistance to damage of the drive face of the lug.) Brake assemblies having part numbers 5012589, 5007219-1, 5008541, 5008541-1, and 5008541-2 have been identified as those susceptible to such failure.

In certain reported instances, these separated clips migrated through the torque tube lightening hole and became trapped between the torque tube and the wheel hub. In at least one case, this resulted in a cut through the hub, leakage of hydraulic fluid on the hot brakes, and subsequent brake fire fueled by hydraulic fluid. In other reported incidents, the separated clips migrated through the carbon stack and resulted in brake damage or disintegration.

These conditions, if not detected, could result in brake and wheel failure, which could lead to a brake fire.

Saab has issued Service Bulletin 340-32-105, dated September 5, 1995, which describes procedures for repetitive visual inspections to detect damage of the brake assembly and wheel assembly, repair of damaged assemblies, and installation of a heat shield in the torque tube. The LFV classified this service bulletin as mandatory and issued Swedish airworthiness directive SAD 1-075, dated September 7, 1995, in order to assure the continued airworthiness of these airplanes in Sweden.

This airplane model is manufactured in Sweden and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LFV has kept the FAA informed of the situation described above. The FAA has examined the findings of the LFV, reviewed all available information, and determined that AD action is necessary

for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD is being issued to prevent failure of the brake assembly, which could result in a brake fire. This AD requires repetitive visual inspections to detect damage of the brake assembly and wheel assembly, repair of any damaged brake assembly or wheel assembly found, and installation of a heat shield. The actions are required to be accomplished in accordance with the service bulletin described previously.

This AD also provides for termination of the repetitive visual inspections by installing a redesigned stator clip. This installation is to be accomplished in accordance with a method approved by the FAA.

This is considered to be interim action. The manufacturer has advised that it is currently developing a modified stator clip that will positively address the unsafe condition addressed by this AD. Once this redesigned clip is developed, approved, and available, the FAA may consider additional rulemaking.

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-187-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:

95-22-05 Saab Aircraft AB: Amendment 39-9412. Docket 95-NM-187-AD.

**Applicability:** Model SAAB SF340A series airplanes having serial numbers 004 through 159, inclusive; and Model SAAB 340B series airplanes having serial numbers 160 and subsequent; equipped with brake assemblies having part number 5012589, 5007219-1, 5008541, 5008541-1, or 5008541-2; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (d) 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 failure of the brake assembly and wheel assembly, which could result in the potential for a brake fire, accomplish the following:

(a) Within 10 days after the effective date of this AD, perform a visual inspection to detect damage of the brake assembly and wheel assembly in accordance with Saab Service Bulletin 340-32-105, dated September 5, 1995.

(1) If no damage is detected, repeat the inspection thereafter at intervals not to exceed 225 hours time-in-service.

(2) If any damage is detected, prior to further flight, repair the damaged brake assembly and/or wheel assembly in accordance with the service bulletin. Repeat the inspection thereafter at intervals not to exceed 225 hours time-in-service.

(b) Within 225 hours time-in-service after accomplishing the inspection required by paragraph (a) of this AD, install a heat shield in the torque tube in accordance with Saab Service Bulletin 340-32-105, dated September 5, 1995.

(c) Installation of a redesigned stator clip in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, constitutes terminating action for the repetitive inspections required by paragraph (a) of this AD.

(d) 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.

(e) 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.

(f) The inspections, repair, and installation of a heat shield shall be done in accordance with Saab Service Bulletin 340-32-105, dated September 5, 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 SAAB Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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.

(g) 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. 95-25989 Filed 10-23-95; 8:45 am]

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### **14 CFR Part 39**

[Docket No. 95-NM-173-AD; Amendment 39-9411; AD 95-22-04]

### **Airworthiness Directives; Canadair Model CL-215-1A10 and CL-215-6B11 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Canadair Model CL-215-1A10 and CL-215-6B11 series airplanes. This action requires inspections to detect cracking of main landing gear (MLG) axles that have been reworked by chromium plating, and replacement of cracked axles. This amendment is prompted by reports of fatigue cracking found on several MLG wheel axes that had been chromium-plated during rework. The actions

specified in this AD are intended to prevent such cracking, which can result in failure of the axle, separation of the wheel from the aircraft, and consequent reduced controllability of the airplane during takeoff or 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-173-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Bombardier, Inc., Canadair Aerospace Group, P.O. Box 6087, Station Centre-ville, Quebec H3C 3G9, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Jeff Casale, Aerospace Engineer, Systems and Equipment Branch, ANE-171, FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7521; fax (206) 568-2716.

**SUPPLEMENTARY INFORMATION:** Transport Canada Aviation, which is the airworthiness authority for Canada, recently notified the FAA that an unsafe condition may exist on certain Canadair Model CL-215-1A10 and CL-215-6B11 series airplanes. Transport Canada Aviation advises that there have been reports of fatigue cracking found on several main landing gear (MLG) wheel axles on in-service airplanes. In three cases, such cracking has resulted in complete failure of the axle and subsequent separation of the wheel from the airplane. Investigation has revealed that this cracking occurs only on axles that have been reworked by chromium plating the wheel inner bearing surface. Such cracking, if not detected and corrected in a timely manner, can lead to failure of the axle and separation of the wheel from the airplane. Since each MLG has only a single wheel, loss of the