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 incorrect logic detection of the weight-on-wheels signal, and subsequent loss of the stick shaker function, accomplish the following:

(a) Within 50 hours time-in-service after the effective date of this AD, unless previously accomplished within the last 400 hours time-in-service: Perform an operational test to determine activation of the stick shakers of the No. 1 and No. 2 stall warning computers, in accordance with Bombardier Alert Service Bulletin S.B. A8–27–73, dated November 25, 1993. Thereafter, repeat the operational test at intervals not to exceed 450 hours time-in-service. If any stick shaker does not activate, prior to further flight, replace the non-operational stall warning computer with a new or serviceable unit in accordance with the alert service bulletin.

(b) Replacement of stall warning computers having part number (P/N) 3605–5, –6, or –7 with new stall warning computers having P/N 3605–8, in accordance with Bombardier Service Bulletin S.B. 8–27–76, dated October 31, 1994, constitutes terminating action for the repetitive operational test requirements of this AD.

(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, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

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

(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.

(e) The operational test and replacement shall be done in accordance with Bombardier Alert Service Bulletin S.B. A8–27–73, dated November 25, 1993, and Bombardier Service Bulletin 8–27–76, dated October 31, 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 Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. Copies may be inspected 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.

(f) This amendment becomes effective on June 28, 1995.

Issued in Renton, Washington, on June 2, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–14050 Filed 6–12–95; 8:45 am]

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14 CFR Part 39

[Docket No. 95–NM–60–AD; Amendment 39–9258; AD 95–12–08]

Airworthiness Directives; Aerospatiale Model ATR72–101, –102, and –202 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 Aerospatiale Model ATR72 series airplanes. This action requires repetitive inspections to detect displacement of the rear hinge bush, and to detect cracking or rupture of the rear hinge pin on the main landing gear (MLG) leg; and the correction of any discrepancies. This amendment is prompted by a report of the failure of this hinge pin on an in-service airplane. The actions specified in this AD are intended to prevent failure of the hinge pin, which can lead to failure of the MLG leg or MLG attachment assembly.

DATES: Effective June 28, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 28, 1995.

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), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–65–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. 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: Sam Grober, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–1187; fax (206) 227–1320.

SUPPLEMENTARY INFORMATION: The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Aerospatiale Model ATR72–101, –102, and –202 series airplanes. The DGAC advises that there has been a report of the failure (rupture) of the rear hinge pin on the main landing gear (MLG) leg of one in-service airplane. The cause of the failure is associated with a quality problem during the manufacture of these hinge pins, which apparently causes the pin to be susceptible to cracking. The suspect pins have part number (P/N) D 61000. Failure of the hinge pin could lead to the failure of the MLG leg or the MLG attachment assembly.

Avions de Transport Regional (ATR) has issued Service Bulletin ATR72–32–1028, dated September 1, 1994, which describes procedures for performing the following actions:

1. repetitive visual inspections of the MLG rear hinge pin bush to ensure that the bush has not moved and that the sealant at the level of the bush does not show any cracks, and correction of discrepancies; and

2. repetitive boroscope inspections to detect cracks of the MLG leg-to-aircraft rear hinge pin, and replacement of the pin, if necessary (This ATR service bulletin references Messier-Eram Service Bulletin 631–32–110, dated August 31, 1994, for additional inspection instructions.)

ATR has also issued Service Bulletin ATR72–32–1029, dated November 4, 1994, which describes procedures for performing an ultrasonic inspection of the MLG aft hinge pins to ensure that the pin is free of material defects, and replacement of the pin with new pin, if necessary. (This service bulletin references Messier-Eram Service Bulletin 631–32–111, dated October 14, 1994, for additional inspection instructions.)

The DGAC classified these service bulletins as mandatory and issued French Airworthiness Directive (CN) 94–197–023(B), dated August 31, 1994, in order to assure the continued airworthiness of these airplanes in France.

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.19) and the applicable bilateral airworthiness agreement. Pursuant to