Applicability: Model AT472–101, -102, and -202 series airplanes, as listed in ATR Service Bulletin ATR72–32–1028, dated September 1, 1994; equipped with main landing gear hinge pins having part number (P/N) D 61000 with serial numbers MN 76 through MN 86 inclusive; 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 (d) 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 rear hinge pin on the main landing gear (MLG) leg, which can lead to failure of the MLG leg or attachment assembly, accomplish the following:

(a) Within 90 days after the effective date of this AD, perform a detailed visual inspection of the MLG rear hinge pin bush to determine if the bush has moved or if the sealant at the level of the bush shows any cracks, in accordance with ATR Service Bulletin ATR72–32–1028, dated September 1, 1994.

Note 2: ATR Service Bulletin ATR72–32– 1028 references Messier-Eram Service Bulletin 631–32–110, dated August 31, 1994, for additional inspection instructions.

(1) If no discrepancies are detected, repeat this inspection at intervals not to exceed 7 days.

(2) If any discrepancies are detected, prior to further flight, correct them in accordance with the service bulletin.

(b) Within 300 hours time-in-service after the effective date of this AD, perform a boroscope (endoscope) inspection to detect cracks of the MLG leg-to-aircraft rear hinge pin, in accordance with ATR Service Bulletin ATR72–32–1028, dated September 1, 1994.

Note 3: ATR Service Bulletin ATR72–32– 1028 references Messier-Eram Service Bulletin 631–32–110, dated August 31, 1994, for additional inspection instructions.

(1) If no crack is detected, repeat this inspection at intervals not to exceed 300 hours time-in-service.

(2) If any crack is detected, prior to further flight, replace the hinge pin in accordance with the service bulletin.

(c) Within 6 months after the effective date of this AD, perform a one-time ultrasonic inspection of the MLG aft hinge pins to determine if the pin is free of material defects, in accordance with ATR Service Bulletin ATR72–32–1029, dated November 4, 1994.

Note 4: ATR Service Bulletin ATR72–32– 1029 references Messier-Eram Service Bulletin 631–32–111, dated October 14, 1994, for additional inspection instructions.

(1) If the results of the inspection (echo percentage) are within the limits specified in the service bulletin, no further action is required by this AD, and the inspections required by paragraph (a) and (b) of this AD may be terminated.

(2) If the results of the inspection are outside the limits specified in the service bulletin, prior to further flight, replace the pin with a new pin in accordance with the service bulletin. After such replacement, no further action is required by this AD, and the inspections required by paragraph (a) and (b) of this AD may be terminated.

(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 5: 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 and replacement shall be done in accordance with ATR Service Bulletin ATR72-32-1028, dated September 1, 1994; and ATR Service Bulletin ATR72-32-1029, dated November 4, 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 Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, 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.

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

Issued in Renton, Washington, on June 1, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–13891 Filed 6–12–95; 8:45 am] BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95-NM-65-AD; Amendment 39-9261; AD 95-12-11]

Airworthiness Directives; Airbus Model A340–211 and –311 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 Airbus Model A340 series airplanes. This action requires a one-time inspection of the fuel flow from the main fuel supply hose/tube assembly, and repair, if necessary. This amendment is prompted by a report of a low pressure fuel valve found with the internal thermal relief valve assembled in the wrong position on one airplane. The actions specified in this AD are intended to prevent overpressurization of the fuel supply line due to the incorrect positioning of the internal thermal relief valve. Such overpressurization could cause the fuel pipe coupling to separate and allow fuel to leak into the engine pylon, thus posing a fire hazard.

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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, 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: Stephen Slotte, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; fax (206) 227-1320.

SUPPLEMENTARY INFORMATION: The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness