

**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 the following new airworthiness directive:

95-12-07 Airbus Industrie: Amendment 39-9257. Docket 94-NM-142-AD.

Applicability: Model A340-211 and -311 airplanes on which Airbus Modification 42247 has not been installed (reference Airbus Service Bulletin A340-27-4013, dated October 27, 1993), 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 (c) 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 loss of hydraulic fluid, which may lead to the loss of the corresponding hydraulic system and its associated functions, and reduced controllability of the airplane, accomplish the following:

(a) Within 3 months after the effective date of this AD, replace the left- and right-hand inboard and outboard aileron servo controls associated with the green hydraulic system with new units that contain an improved seal installation, in accordance with Airbus Service Bulletin A340-27-4013, dated October 27, 1993.

(b) Within 6 months after the effective date of this AD, replace the left- and right-hand inboard and outboard aileron servo controls associated with the yellow and blue hydraulic systems with new units that contain an improved seal installation, in accordance with Airbus Service Bulletin A340-27-4013, dated October 27, 1993.

(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, 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.

(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 replacements shall be done in accordance with Airbus Service Bulletin A340-27-4013, dated October 27, 1993. 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.

(f) 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.

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14 CFR Part 39

[Docket No. 95-NM-45-AD; Amendment 39-9259; AD 95-12-09]

Airworthiness Directives; Airbus Model A300 B4-1C, B4-2C, B4-203 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 A300 series airplanes. This action requires repetitive inspections to detect cracking in the hinge fittings of the nose landing gear (NLG) aft doors, and replacement of cracked fittings. This amendment is prompted by several reports of loss of an NLG aft door during landing, due to failure of the door's hinge fittings. The actions specified in this AD are intended to prevent the loss of an NLG aft door due to the failure of the hinge fittings; such loss of a door can result in damage to the surrounding aircraft structure or injury to persons on the ground.

DATES: Effective on 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-45-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 authority for France, recently notified the FAA that an unsafe condition may exist on certain Airbus Model A300 B4-1C, B4-2C, and B4-203 series airplanes. The DGAC advises that there have been four incidents in which an aft (secondary) door of the nose landing gear (NLG) on in-service airplanes was lost during landing. The doors separated from the airplanes due to rupture of the doors' forward hinge fitting. The cause of the fitting failures has been attributed to fatigue cracking. Such cracking, if not detected and corrected in a timely manner, can lead to separation of the NLG aft door from the airplane. Loss of a door can result in damage to the surrounding aircraft structure or injury to persons on the ground.

Airbus Industrie has issued Service Bulletin A300-52-0161, dated October 3, 1994, which describes procedures for performing repetitive eddy current inspections of the NLG aft door hinge fittings. This service bulletin also describes procedures for replacing cracked fittings. The DGAC approved this service bulletin as mandatory 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