

**Compliance:** Required as indicated, unless accomplished previously.

To prevent the loss of a nose landing gear (NLG) aft door due to the failure of the door's hinge fittings, which can result in damage to the surrounding aircraft structure or injury to persons on the ground, accomplish the following:

(a) Prior to the accumulation of 8,000 total flight cycles, or within 500 flight cycles after the effective date of this AD, whichever occurs later, perform an eddy current inspection to detect cracks in the hinge fitting of the NLG left- and right-hand aft doors, in accordance with Airbus Service Bulletin A300-52-0161, dated October 3, 1994.

(b) If no crack(s) is found during the inspection required by paragraph (a) of this AD, repeat the eddy current inspection thereafter at intervals not to exceed 700 flight cycles.

(c) If any crack is found during the inspection required by paragraph (a) of this AD, prior to further flight, replace the hinge fittings in accordance with Airbus Service Bulletin A300-52-0161, dated October 3, 1994. Within 8,000 flight cycles after this replacement, and thereafter at intervals not to exceed 700 flight cycles, perform an eddy current inspection to detect cracking of the hinge fittings, in accordance with the service bulletin.

(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.

(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 inspection and replacement actions shall be done in accordance with Airbus Service Bulletin A300-52-0161, dated October 3, 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 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.

(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. 95-13890 Filed 6-12-95; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 93-ANE-44; Amendment 39-9271; AD 94-01-03 R2]

#### **Airworthiness Directives; Teledyne Continental Motors (Formerly Bendix) S-20, S-200, S-600, and S-1200 Series Magnetos**

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

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

**SUMMARY:** This amendment revises an existing airworthiness directive (AD), applicable to Teledyne Continental Motors (TCM) (formerly Bendix) S-20, S-200, S-600, and S-1200 series magnetos, that currently requires replacing Bendix ignition coils and rotating magnets, regardless of total time in service (TIS), with improved TCM ignition coils, rotating magnets and marking magnetos to indicate compliance, except for the S-1200 series magnetos on which the AD requires replacing only the ignition coils as that series magneto already incorporates rotating magnets with the improved TCM design. This amendment removes several notes after the applicability paragraph and inserts these as paragraphs into the applicability itself and into the compliance section to clarify that these actions are mandatory. In addition, this amendment allows installation of replacement serviceable Parts Manufacturer Approval (PMA) parts in addition to TCM parts. Also, this amendment clarifies that Bendix magnetos replaced with Slick magnetos satisfy the requirements of the AD, and that operators must perform the requirements of the AD on magnetos with Bendix magneto data plates that have been replaced with an overhaul facility's data plate. This amendment is prompted by comments that request clarification of the compliance notes and by the request to install replacement serviceable PMA parts. The actions specified by this AD are intended to prevent magneto failure and subsequent engine failure.

**DATES:** Effective on June 28, 1995.

The incorporation by reference of certain publications listed in the regulations was previously approved by

the Director of the Federal Register as of September 6, 1994 (59 FR 43029, August 22, 1994).

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), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 93-ANE-44, 12 New England Executive Park, Burlington, MA 01803-5299.

The service information referenced in this AD may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (205) 438-3411. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. **FOR FURTHER INFORMATION CONTACT:** Jerry Robinette, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, Campus Building, 1701 Columbia Ave., Suite S-160, College Park, GA 30337-2748; telephone (404) 305-7371; fax (404) 305-7348.

**SUPPLEMENTARY INFORMATION:** On December 29, 1993, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 94-01-03, Amendment 39-8785 (59 FR 4555, February 1, 1994), to require replacing certain Bendix ignition coils and rotating magnets, regardless of time in service (TIS), with improved serviceable Teledyne Continental Motors (TCM) ignition coils and rotating magnets at either the next 100-hour inspection, the next annual inspection, the next progressive inspection, or the next 100 hours TIS after the effective date of the AD, whichever occurs first. For S-1200 series magnetos, the AD requires replacing only the ignition coils as the rotating magnets on that series magneto already incorporates the improved TCM design. Additionally, the AD requires re-marking magnetos to indicate compliance. That action was prompted by reports of accidents caused by failures of magnetos incorporating older Bendix components that had not been replaced in accordance with superseded AD 73-07-04, Amendment 39-1731 (38 FR 27600, October 5, 1973). That condition, if not corrected, could result in magneto failure and subsequent engine failure.

On August 11, 1994, the FAA issued AD 94-17-11, Amendment 39-9006 (59 FR 43029, August 22, 1994), that revises AD 94-01-03, and notes that an error in