Manufacturer and model of airplane	Type of computer	Part numbers
McDonnell Douglas DC-9-10, -21, -31 -41, and -51	Standard Windshear (Honeywell STC)	4068046–901, –902, 4068048–901, –902
McDonnell Douglas DC-9-80 and MD-88 McDonnell Douglas MD-90-30 McDonnell Douglas MD-11	Windshear (OEM TC) Windshear (OEM TC) Flight Control (OEM TC)	4059845–902. 4059845–910. 4059001–901 through –905 (with windshear option selected).
Lockheed L-1011-385-1, -385-1-14, -385-1-15, and -385-3.	Standard Windshear (OEM TC)	4068044–901.
Fokker F28 Mark 1000, 2000, 3000, and 4000 Fokker F28 Mark 0100	Standard Windshear (Honeywell STC) Flight Management (OEM TC)	4068052–901. 4052502–951 (with windshear option selected).
British Aerospace Avro 146–RJ70A, –RJ85A, and –RJ100A.	Flight Control (OEM TC)	4068300–902.

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) 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 significant delays in the Honeywell Standard Windshear Detection Systems (WSS) detecting hazardous windshear, which could lead to the loss of flight path control, accomplish the following:

(a) Revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following statement, at the time specified in either paragraph (a)(1) or (a)(2) of this AD, as applicable. This may be accomplished by inserting a copy of this AD in the AFM.

"During sustained banks of greater than 15 degrees or during flap configuration changes, the Honeywell Windshear Detection and Recovery Guidance System (WSS) is desensitized and alerts resulting from encountering windshear conditions will be delayed."

(1) For all Boeing, McDonnell Douglas, Lockheed, and Fokker airplanes specified in the applicability statement of this AD: Within 14 days after March 8, 1995 (the effective date of AD 95–04–01, amendment 39–9153).

(2) For British Aerospace Model Avro airplanes specified in the applicability statement of this AD: Within 14 days after May 15, 1995 (the effective date of AD 95– 09–05, amendment 39–9208).

(b) Within 24 months after the effective date of this AD, replace the currentlyinstalled line replaceable unit (LRU) with a modified LRU having new software that eliminates delays in the WSS detecting windshear when the flaps of the airplane are in transition, in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Accomplishment of this replacement constitutes terminating action for the requirements of paragraph (a) of this AD; after the replacement has been accomplished, the AFM limitation required by paragraph (a) of this AD may be removed.

(c) As of 12 months after the effective date of this AD, no person shall install on any airplane an LRU that has not been modified in accordance with paragraph (b) of this AD. An unmodified LRU may be installed up to 12 months after the effective date of this AD, provided that, during that time, the AFM limitation required by paragraph (a) of this AD remains in effect.

(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, Los Angeles 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.

(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.

Issued in Renton, Washington, on June 7, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–14402 Filed 6–12–95; 8:45 am] BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95-NM-49-AD]

Airworthiness Directives; McDonnell Douglas Model DC–10–10, –30, and –40 Series Airplanes, and KC–10 (Military) Airplanes

AGENCY: Federal Aviation Administration, DOT. ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC-10, -30, and -40 series airplanes, and KC-10 (military) airplanes. This proposal would require inspections to detect corrosion or cracking of the lower front spar cap and the skin panel of the horizontal stabilizer, and repair of corroded or cracked parts. This proposal would also require eventual modification of the horizontal stabilizer, which would terminate the inspection requirements. This proposal is prompted by reports indicating that corrosion, caused by water entrapment, was found on the horizontal stabilizer. The actions specified by the proposed AD are intended to prevent water entrapment and subsequent damage to the horizontal stabilizer, which could result in reduced controllability of the airplane.

DATES: Comments must be received by August 8, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM– 49–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00