15, 1994; and Model A340–211, –311, –212, and –312 series airplanes that were delivered prior to June 15, 1994; 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 fuel leaks caused by an incorrectly torqued slat track stop puncturing the slat canister, which can result in inadequate fuel for completing a flight and can pose a fire hazard, accomplish the following:

(a) Except as provided by paragraph (b) of this AD: Within 10 days after the effective date of this AD, perform an inspection to determine the torque value of all wing slat track stop pins (32 positions), in accordance with Airbus All Operators Telex (AOT) 57– 08, Revision 1, dated June 28, 1994.

(1) If the torque value of all wing slat track stop pins is within the acceptable range specified in the AOT, no further action is required by this AD.

(2) If any slat track stop pin is loose, or there is excessive axial movement (in excess of 0.3 mm or 0.118 inch), prior to further flight, retorque the pin in accordance with the AOT.

(3) If a slat track stop pin is loose, and requires more than five complete turns of the pin to reach the required torque value, prior to further flight, perform a borescope inspection to detect damage or wear of the internal sides of the slat canisters, in accordance with the AOT.

(i) If the borescope inspection reveals no signs of damage or wear, no further action is required by this AD.

(ii) If the borescope inspection reveals evidence of damage or wear, but the canister is not perforated, repair the canister in accordance with paragraph 4.1.3(B) of the AOT within 450 flight cycles after the borescope inspection.

(iii) If the borescope inspection reveals that the canister is perforated, prior to further flight, either repair in accordance with PMS 01–04–02 or replace the canister in accordance with the AOT.

(b) As an alternative to the requirements of paragraph (a) of this AD, operators may accomplish the following: Within 10 days after the effective date of this AD, perform an inspection to determine the torque value of the slat track stop pins at positions 4, 5, 10, and 11 (immediately inboard and outboard of the pylons), in accordance with Airbus AOT 57–08, Revision 1, dated June 28, 1994.

(1) If the torque value of each of the slat track stop pins at positions 4, 5, 10, and 11 is found to be is within the acceptable range specified in the AOT, within 450 flight cycles, perform an inspection to determine the torque value of the remainder of the slat track stop pins on both wings, in accordance with the AOT.

(2) If any of the slat track stop pins at positions 4, 5, 10, and 11 is found to be loose, prior to further flight, perform an inspection to determine the torque value of the remainder of the slat track stop pins on both wings, in accordance with the AOT.

(3) If any slat track stop pin is found to be loose during any inspection required by this paragraph, or if there is excessive axial movement (in excess of 0.3 mm or 0.118 inch), prior to further flight, retorque the pin in accordance with the AOT.

(4) If any slat track stop pin is loose during any inspection required by this paragraph, and requires more than five complete turns of the pin to reach the required torque value, prior to further flight, perform a borescope inspection to detect damage or wear of the internal sides of the slat canisters, in accordance with the AOT.

(i) If the borescope inspection reveals no signs of damage or wear, no further action is required by this AD.

(ii) If the borescope inspection reveals evidence of damage or wear, but the canister is not perforated, repair the canister in accordance with paragraph 4.1.3(B) of the AOT within 450 flight cycles after the borescope inspection.

(iii) If the borescope inspection reveals that the canister is perforated, prior to further flight, either repair in accordance with PMS 01–04–02, or replace the canister in accordance with the AOT.

(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 inspections, retorquing procedures, and replacement actions shall be done in accordance with Airbus All Operators Telex 57–08, Revision 1, dated June 28, 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.

(f) This amendment becomes effective on June 29, 1995.

Issued in Renton, Washington, on June 6, 1995.

## **Darrell M. Pederson**,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–14315 Filed 6–13–95; 8:45 am] BILLING CODE 4910–13–U

## 14 CFR Part 39

[Docket No. 95-NM-61-AD; Amendment 39-9274; AD 95-12-22]

## Airworthiness Directives; Airbus Model A340–211, –212, –311, and –312 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 installation of a reinforcement modification on the structure of the leftand right-hand cowls of the thrust reversers. This amendment is prompted by the results of a full-scale fatigue test, conducted by the manufacturer, which indicated that fatigue cracks can occur between the 3 and 9 o'clock thrust reverser beams and the forward frame/ "J"-ring. The actions specified in this AD are intended to prevent loss of the use of the thrust reversers as a result of the problems associated with fatigue cracking in their cowling structure. DATES: Effective June 29, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 29, 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– 61–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