under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

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:

95–12–22 Airbus: Amendment 39–9274. Docket 95–NM–61–AD.

Applicability: Model A340–211, –212, –311, and –312 series airplanes; as listed in Airbus Service Bulletin A340–78–4002, Revision 2, dated October 14, 1994; on which Modification No. 42445 has not been installed; 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 the use of the thrust reversers as a result of the problems associated with fatigue cracking in their cowling structure, accomplish the following:

(a) Except as required by paragraph (b) of this AD: Prior to the accumulation of 4,000 total flight cycles or within 48 months after the effective date of this AD, whichever occurs later, install the reinforcement modification on the structure of the left- and right-hand thrust reverser cowls in accordance with Airbus Service Bulletin A340–78–4002, Revision 2, dated October 14, 1994.

- (b) This paragraph applies to the right-hand cowl of the thrust reverser installed on the affected airplane having manufacturer's serial number (MSN) 011: Prior to the accumulation of 900 total flight cycles or within 12 months after the effective date of this AD, whichever occurs later, install the reinforcement modification on the structure of the right-hand cowl of the thrust reverser unit, serial number 3062, in accordance with Airbus Service Bulletin A340–78–4002, Revision 2, dated October 14, 1994.
- (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 installation of the modification shall be done in accordance with Airbus Service Bulletin A340–78–4002, Revision 2, dated October 14, 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,

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-14317 Filed 6-13-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-62-AD; Amendment 39-9273; AD 95-12-21]

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 $\overrightarrow{A340}$ –211 and –311 series airplanes. This action requires the installation of doublers on certain stringers located in the center fuselage. This amendment is prompted by the results of the manufacturer's full-scale fatigue test which indicate that fatigue cracking can occur at these stringer locations. The actions specified in this AD are intended to prevent reduced structural integrity of the fuselage due to the problems associated with fatigue cracks in the subject stringers.

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-62-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 A340–211 and –311 series airplanes. The DGAC