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 reduced structural integrity of the fuselage due to the problems associated with fatigue cracks at stringer 39, accomplish the following:

(a) Prior to the accumulation of 1,700 flight cycles after the effective date of this AD, or within 36 months after the effective date of this AD, whichever occurs first, install a doubler on stringer 39 at frame 53–2, left and right sides, in accordance with Airbus Service Bulletin A340–53–4009, dated August 2, 1994.

(b) 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.

(c) 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.

(d) The installation shall be done in accordance with Airbus Service Bulletin A340–53–4009, dated August 2, 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.

(e) 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. 95–14318 Filed 6–13–95; 8:45 am] BILLING CODE 4910–13–11

## 14 CFR Part 39

[Docket No. 94-SW-27-AD; Amendment 39-9276; AD 95-06-03]

## Airworthiness Directives; Robinson Helicopter Company Model R22 Helicopters

**AGENCY:** Federal Aviation Administration, DOT. **ACTION:** Final rule; request for comments.

**SUMMARY:** This document publishes in the Federal Register an amendment adopting Airworthiness Directive (AD) 95-06-03 which was sent previously to all known U.S. owners and operators of **Robinson Helicopter Company** (Robinson) Model R22 helicopters by individual letters. This AD requires an inspection and modification of the main rotor (M/R) gearbox. This amendment is prompted by a report of an incident involving a Model R22 helicopter in which the two M/R mast spanner nuts (nuts) became loose, resulting in failure of the M/R mast support structure. The actions specified by this AD are intended to prevent M/R separation and subsequent loss of control of the helicopter.

**DATES:** Effective on June 29, 1995, to all persons except those persons to whom it was made immediately effective by priority letter AD 95–06–03, issued on March 8, 1995, which contained the requirements of this amendment.

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), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94–SW–27–AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Ms. Elizabeth Bumann, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (310) 627–5265, fax (310) 627–5210.

**SUPPLEMENTARY INFORMATION:** On March 8, 1995, the FAA issued priority letter AD 95–06–03, applicable to Robinson R22 helicopters, which requires, within 25 hours time-in-service (TIS) after the effective date of this AD, removal and disassembly of the M/R gearbox; measurement of the break-loose torque value of the upper spanner nut; replacement of the lock washers; increasing the torque values of the two spanner nuts; reassembly and reinstallation of the M/R gearbox; and verification of the M/R balance in

accordance with the applicable maintenance manual. That action was prompted by an incident reported by the Civil Aviation Authority (CAA) of New Zealand involving failure of the main rotor (M/R) mast support structure. An investigation revealed that the two M/R mast spanner nuts (nuts) became loose and allowed the M/R shaft to pull through the retention bearing in the M/R gearbox. As the loads transferred from the M/R gearbox bearing to the top of the mast, the rivets that attach the mast bearing outer housing to the M/R shaft sheared, resulting in failure of the M/R mast support structure.

Prior to June 15, 1992, the M/R gearbox assembly, P/N A006-1 Revisions A through Z, may have been assembled with paint on the clamping surface of the M/R shaft, preventing a good clamping surface for the nuts. Two earlier incidents in Australia prompted the Commonwealth of Australia CAA to issue CAA AD/R22/35, dated September 1992, to inspect the nuts for looseness and increase the nut torque values. The FAA did not issue an AD at that time due to inconclusive information from the two isolated incidents. The compliance procedure of this AD differs from CAA AD/R22/35 by requiring replacement of the lock washer, part number (P/N) A269-1, located between the mast bearing and the upper nut, with a different lock washer, P/N A269-2. The torque values on both nuts have also been increased. The FAA has determined that under-torqued nuts may become loose and create an unsafe condition. Due to the criticality of ensuring that the nuts are properly torqued, this AD is being issued immediately to correct an unsafe condition. That condition, if not corrected, could result in M/R separation and subsequent loss of control of the helicopter.

Since the unsafe condition described is likely to exist or develop on other Robinson Model R22 helicopters of the same type design, the FAA issued priority letter AD 95-06-03 to prevent M/R separation and subsequent loss of control of the helicopter. The AD requires, within 25 hours time-inservice (TIS), removal and disassembly of the M/R gearbox; measurement of the break-loose torque value of the upper spanner nut; replacement of the lock washers; increasing the torque values of the two spanner nuts; reassembly and reinstallation of the M/R gearbox; and verification of the M/R balance in accordance with the applicable maintenance manual.

Since the issuance of that AD, the FAA has received information that Robinson Helicopter Company may not