(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) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita ACO, 801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) Figure 1 of this AD may be obtained from the Wichita ACO at the address specified in paragraph (d) of this AD; and may be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on July 5, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–16975 Filed 7–11–95; 8:45 am]

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14 CFR Part 39

[Docket No. 95–CE–22–AD]

Airworthiness Directives; Maule Aerospace Technologies, Inc. Models M–4–210 and M–4–210C Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Maule Aerospace Technologies, Inc. (Maule) Models M–4–210 and M–4–210C airplanes that have Dual Exhaust System 5230F installed. The proposed action would require relocating the gascolator and electric fuel pump away from the dual exhaust system. The Federal Aviation Administration (FAA) recently became aware that, with these dual exhaust systems installed on the affected airplanes, the left-hand exhaust stack is routed almost directly below the fuel gascolator. The close proximity of the flammable fuel to the exhaust system presents an unsafe condition and violates current regulations. The actions specified by the proposed AD are intended to prevent an airplane engine fire caused by the close proximity of the fuel gascolator and electric fuel pump to the exhaust system.

DATES: Comments must be received on or before September 15, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–22–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Maule Aerospace Technology, Inc., Lake Maule, Route 5, Box 318, Moultrie, Georgia 31768; telephone (912) 985–2045; facsimile (912) 890–2402. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Ms. Juanita Craft-Lloyd, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2–160, College Park, Georgia 30337–2748; telephone (404) 305 -7373; facsimile (404) 305–7348.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket No. 95–CE–22–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–22–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

Maule Models M–4–210 and M–4–210C airplanes were originally type certificated with a single exhaust system. In 1975, the FAA approved Maule Service Kit No. 11: ''Installation of Maule IO–360 Dual Muffler System and Additional Cabin Heater Inlet Retrofit Kit.''

The FAA has recently become aware that installing Dual Exhaust System 5230F in accordance with Maule Service Kit No. 11 could present an unsafe condition on Maule Models M–4–210 and M–4–210C airplanes. Under this installation configuration, the left-hand stack is routed almost directly below the fuel gascolator, which, when combining the high temperatures from the exhaust system with flammable fuel, could result in an airplane engine fire. In addition, paragraphs (b) and (c) of section 23.1121 of the Federal Aviation Regulations (14 CFR 23.1121, paragraphs (b) and (c)) specify that the exhaust system must either be shielded or routed away from flammable fuels or vapors.

Maule has issued Service Bulletin (SB) No. 10, dated September 16, 1994, which specifies procedures for relocating the gascolator and electric fuel pump on Maule Models M–4–210 and M–4–210C airplanes that have Dual Exhaust System 5230F installed.

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent an airplane engine fire caused by the close proximity of the fuel gascolator and electric fuel pump to the exhaust system.

Since an unsafe condition has been identified that is likely to exist or develop in other Maule Models M–4–210 and M–4–210C airplanes of the same type design that have Dual Exhaust System 5230F installed, the proposed AD would require relocating the gascolator and electric fuel pump. Accomplishment of the proposed action would be in accordance with Maule SB No. 10, dated September 16, 1994.

The FAA estimates that 125 airplanes in the U.S. registry would be affected by