§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new AD to read as follows:

Grob Luft Und Raumfahrt: Docket No. 93-CE-59-AD.

Applicability: Models G102 Astir CS, Club Astir IIb, Twin Astir, Speed Astir, Standard Astir II, and Speed Astir IIb Sailplanes (all serial numbers), certificated in any category.

Compliance: Required within the next 30 calendar days after the effective date of this AD, unless already accomplished.

To prevent elevator and rudder hinge separation, which could result in loss of control of the sailplane, accomplish the following:

(a) Visually inspect all elevator and rudder hinges for damage (delamination, cracks, corrosion, or buckling) in accordance with the III. Procedure section of Grob Repair Instruction No. 306–27/1 to Service Bulletin TM 306-27/1, dated June 4, 1991. Prior to further flight, repair any damaged parts in accordance with the service information referenced above.

Note 1: The service instructions of this AD call for "the work to be carried out by a competent person or an authorized aviation workshop and has to be certified in the logbook by an authorized inspector." This statement does not apply to sailplanes registered in the United States and the AD is to be accomplished using procedures in part 43 of the Federal Aviation Regulations (14 CFR part 43).

(b) 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 sailplane to a location where the requirements of this

AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to Grob Luft und Raumfahrt, D-8939 Mattsies, Germany; or may examine this document 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 January 10, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-1130 Filed 1-17-95; 8:45 am] BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-176-AD]

Airworthiness Directives; McDonnell Douglas Model DC-10-10, -15, -30, -40, and KC-10 (Military) Series **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 DC-10 and KC-10 series airplanes. This proposal would require repetitive eddy current inspections to detect fatigue cracking of the pylon aft bulkhead flange, upper pylon box web, fitting radius, and adjacent tangent areas; and repair, if necessary. This proposal is prompted by fatigue cracking found in the wing pylon aft bulkheads on two airplanes. The actions specified by the proposed AD are intended to prevent failure of the wing pylon aft bulkhead due to fatigue cracking, which could lead to separation of the engine and pylon from the airplane.

DATES: Comments must be received by March 14, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-176-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90801-1771, Attention: Business Unit Manager, Technical Administrative Support, Dept. L51, M.C. 2-98. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT: Maureen Moreland, Aerospace Engineer, Airframe Branch, ANM-120L, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5238; fax (310) 627-5210.

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 shall 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 summarizing 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 Number 94-NM-176-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, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-176-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On July 24, 1992, the FAA issued AD 92-17-13, amendment 39-8342 (57 FR 36894, August 17, 1992), which is applicable to McDonnell Douglas Model DC-10 series airplanes. That AD requires a one-time visual inspection to detect cracks of the wing pylon aft bulkheads and upper spar webs, and repair, if necessary; additionally, it requires that operators submit a report of their inspection findings to the FAA. That AD was prompted by reports of fatigue cracking that occurred in the wing pylon aft bulkheads on two airplanes. The fatigue cracking initiated at fastener holes and/or at the lower forward edge of the bulkhead flange. Such cracking, if not detected and corrected in a timely manner, could lead to failure of the wing pylon aft bulkhead