through (e), of Jetstream Service Bulletin (SB) No. 7/3, dated October 1980.

(2) Replace any loose or damaged rivets and repair any cracked wing lower skin panel in accordance with section 3. ACTION, paragraphs (f) through (k), of Jetstream SB No. 7/3, dated October 1980.

(b) Upon the accumulation of 10,000 hours TIS or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, accomplish the following:

(1) Reinforce the wing lower skin at the landing gear bay cutouts at WS 115 in accordance with Jetstream SB 57–JM5221, dated September 28, 1984. This is referred to as Modification 5221.

(2) Reinforce the wing lower skin at undercarriage bay cutouts between WS 60 and WS 90 in accordance with Part 2 of Modification No. 5146 Ref. 7/5146, dated October 1984.

(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 compliance time that provides an equivalent level of safety, may be approved by the Manager, Brussels Aircraft Certification Office (ACO), Europe, Africa, Middle East office, FAA, c/o American Embassy, B–1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Office.

(e) The inspections and replacements required by this AD shall be done in accordance with Jetstream Service Bulletin No. 7/3, dated October 1980. The reinforcements required by this AD shall be done in accordance with Jetstream Service Bulletin 57–JM5221, dated September 28, 1984, or Modification No. 5146 Ref. 7/5146, dated October 1984, as applicable. 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 Jetstream Aircraft Limited, Manager, Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; telephone (44–292) 79888; facsimile (44–292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, D.C. 20041–6029; telephone (703) 406–1161; facsimile (703) 406–1469. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(f) This amendment (39–9326) supersedes AD 83–05–01, Amendment 39–4573.

(g) This amendment (39–9326) becomes effective on September 26, 1995.

Issued in Kansas City, Missouri, on July 24, 1995.

**Henry A. Armstrong,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95–18712 Filed 8–1–95; 8:45 am]

BILLING CODE 4910–13–U

## 14 CFR Part 39

**[Docket No. 95–NM–123–AD; Amendment 39–9324; AD 95–16–05]**

## Airworthiness Directives; McDonnell Douglas Model MD–11 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model MD–11 series airplanes. This action requires an inspection to identify defective lower drag links on the nose landing gear (NLG), and replacement of defective drag links with new parts. This amendment is prompted by a report indicating that a potential failure condition of the lower drag link on the NLG could occur due to improper de-embrittlement treatment of the drag link during manufacturing. The actions specified in this AD are intended to prevent collapse of the NLG due to failure of the lower drag link as a result of improper de-embrittlement treatment of the drag link.

**DATES:** Effective August 17, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 17, 1995.

Comments for inclusion in the Rules Docket must be received on or before October 2, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–123–AD, 1601 Lind Avenue SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). 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; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Wahib Mina, Aerospace Engineer, Airframe Branch, ANM–120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627–5324; fax (310) 627–5210.

**SUPPLEMENTARY INFORMATION:** The FAA received a report indicating that a potential failure condition exists relative to the lower drag link (assembly part number ACG7208–507 and detail part number ACG7208–17) of the nose landing gear (NLG) installed on McDonnell Douglas Model MD–11 series airplanes. This condition is the result of improper de-embrittlement treatment of a certain batch of drag links during manufacturing. The discrepant drag links are identifiable by serial number. Failure of the lower drag link on the NLG, if not corrected, could result in collapse of the NLG.

The FAA has reviewed and approved McDonnell Douglas Alert Service Bulletin MD11–32A058, dated June 30, 1995, which describes procedures for a one-time visual inspection to identify defective lower drag links on the NLG, and replacement of defective drag links with new parts. The inspection involves identifying the serial number of the lower drag links. Replacement of any defective drag link found will minimize the possibility of failure of the lower drag link and subsequent collapse of the NLG.

Since an unsafe condition has been identified that is likely to exist or develop on other Model MD–11 series airplanes of the same type design, this AD is being issued to prevent collapse of the NLG due to failure of the lower drag link on the NLG.

This AD requires a one-time visual inspection to identify defective lower drag links on the NLG, and replacement of defective drag links with new parts. The actions are required to be accomplished in accordance with the alert service bulletin described previously.

This AD also requires that operators submit a report of inspection results to the FAA.

This AD requires that the inspection be accomplished within 120 days. A compliance time of 120 days is usually sufficient to provide for a brief period for public comment before the adoption of a final rule. In this AD, however, that compliance time was selected because