

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 an undampened free fall of the left- and right-hand main landing gear (MLG), which subsequently could lead to the inability to retract the MLG and damage to other airplane systems, accomplish the following:

(a) Within 60 days after the effective date of this AD, perform an inspection to detect loose self-locking nuts and damaged (sheared or marked) cotter pins on the actuating cylinder to drag strut attachment of the left- and right-hand MLG, in accordance with Messier Bugatti Airbus A310 Service Bulletin 470-32-744, dated March 31, 1993, or Revision 1, dated January 13, 1994; or Airbus Service Bulletin A310-32-2069, Revision 1, dated December 13, 1994. Repeat this inspection thereafter at intervals not to exceed 500 landings.

(1) If no nut is loose or no cotter pin is damaged, prior to further flight, install a new cotter pin, in accordance with the service bulletin. After replacement, continue to

repeat the inspection at intervals not to exceed 500 landings

(2) If any nut is loose or any cotter pin is damaged (sheared or marked), prior to further flight, replace the nut, washer, and cotter pin with a new nut, washer, and cotter pin; and torque tighten the nut; in accordance with the service bulletin. After replacement, continue to repeat the inspection at intervals not to exceed 500 landings.

(b) Within 5 days after accomplishing the requirements of paragraph (a) this AD, report all inspection results, positive or negative, to Messier-Bugatti and Airbus Industrie in accordance with Messier-Bugatti Airbus A310 Service Bulletin 470-32-744, dated March 31, 1993, or Revision 1, dated January 13, 1994. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(c) Modification of the actuating cylinder/drag strut attachment of the MLG, in accordance with Messier Bugatti Airbus A310 Service Bulletin 470-32-760, dated December 31, 1993, as revised by Change Notice 1, dated January 28, 1994; or Airbus Service Bulletin A310-32-2076, Revision 1,

dated December 13, 1994; constitutes terminating action for the repetitive inspection requirements of this AD.

(d) 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.

(e) Special flight permits may be issued in accordance with §§ 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.

(f) The inspection shall be done in accordance in accordance with the following service bulletins, which contain the specified list of effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
Messier Bugatti, 470-32-744, Mar. 31, 1993	1-7	Original	Mar. 31, 1993.
Messier Bugatti, 470-32-744, Revision 1, Jan. 13, 1994	1-3, 5-6	1	Jan. 13, 1994.
	4	Original	Mar. 31, 1993.
Airbus, A310-32-2069, Revision 1, Dec. 13, 1994	1-6, 8-9, 13	1	Dec. 13, 1994.
	7, 10-12	Original	July 29, 1993.

If accomplished, the modification shall be done in accordance with Messier Bugatti Airbus A310 Service Bulletin 470-32-760, dated December 31, 1993, as revised by Change Notice 1, dated January 28, 1994; or Airbus Service Bulletin A310-32-2076, Revision 1, dated December 13, 1994, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1-2, 4-8	1	Dec. 13, 1994.
3, 9-11	Original	Dec. 14, 1993.

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 Messier Services, 45635 Willow Pond Plaza, Sterling, Virginia 20164. 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.

(g) This amendment becomes effective on September 21, 1995.

Issued in Renton, Washington, on August 3, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 94-NM-143-AD; Amendment 39-9342; AD 95-17-12]

Airworthiness Directives; Airbus Model A320 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A320 series airplanes, that requires modification of the trimmable horizontal stabilizer (THS). This amendment is prompted by a report of leakage from some of the hydraulic pipe fittings after a lightning strike. The actions specified by this AD are intended to prevent such leakage from

hydraulic pipe fittings, which could result in the loss of the pilot's ability to control the moveable surfaces of the THS.

DATES: Effective September 21, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 21, 1995.

ADDRESSES: 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 Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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.