§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

95–19–01 Airbus: Amendment 39–9362. Docket 95–NM–101–AD.

Applicability: Model A330 and A340 series airplanes; equipped with BFGoodrich evacuation slides or slide/rafts having part numbers and packboards as listed in Table 1 (Effectivity) of BFGoodrich Service Bulletin 5A2917/27/63–25–278, Revision 1, dated July 14, 1995; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different 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 the packboard from disengaging from the door and restraining the door from fully opening, thereby preventing the evacuation slide from inflating and making both the slide and the door unusable during an emergency evacuation, accomplish the following:

(a) Within 450 flight hours after the effective date of this AD, inspect the packboard unit of the slide and/or slide/raft in accordance with paragraphs 2A., 2B., and 2C. of the Accomplishment Instructions of BFGoodrich Service Bulletin 5A2917/27/63–25–279, dated January 12, 1995. If any discrepancy is found during this inspection, prior to further flight, accomplish either paragraph (a)(1) or (a)(2) of this AD:

(1) Replace the packboard unit in accordance with BFGoodrich Service Bulletin 5A2917/27/63–25–279, dated January 12, 1995; or

(2) Modify the packboard unit in accordance with BFGoodrich Service Bulletin 5A2917/27/63–25–278, Revision 1, dated July 14, 1995. After such modification, no further action is required by this AD.

- (b) Within 36 months after the effective date of this AD, modify the packboard of the evacuation slide and slide/raft in accordance with BFGoodrich Service Bulletin 5A2917/27/63–25–278, Revision 1, dated July 14, 1995. This modification constitutes terminating action for the requirements of this AD.
- (c) 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, Los Angeles Aircraft Certification Office (ACO),

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, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

- (d) 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.
- (e) The inspection and replacement shall be done in accordance with BFGoodrich Service Bulletin 5A2917/27/63-25-279, dated January 12, 1995. The modification shall be done in accordance with BFGoodrich Service Bulletin 5A2917/27/63-25-278, Revision 1, dated July 14, 1995. 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 BFGoodrich Company, Aircraft Evacuation Systems, Department 7916, Phoenix, Arizona 85040. Copies may be inspected 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.
- (e) This amendment becomes effective on October 18, 1995.

Issued in Renton, Washington, on September 1, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–22304 Filed 10–2–95; 8:45 am] BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–NM–255–AD; Amendment 39–9383; AD 95–20–05]

Airworthiness Directives; Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.
ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Boeing Model 747 series airplanes, that currently requires repetitive inspections for cracking in the inboard strut-to-diagonal brace attach fittings, and repair or replacement, if necessary. This amendment requires an additional inspection of those attach fittings, and additional inspections in an area beyond that specified in the existing AD. This amendment also provides an optional terminating action

for the required inspections, and expands the applicability of the existing AD to include additional airplanes. This amendment is prompted by reports of cracking and severing of the attach fittings. The actions specified by this AD are intended to prevent failure of the strut and separation of an engine from the airplane due to cracking of the inboard strut-to-diagonal brace attach fittings.

DATES: Effective November 2, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 2, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. 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: Tim Backman, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 79–17–07, amendment 39-3533 (44 FR 50033, August 27, 1979), which is applicable to certain Boeing Model 747 series airplanes, was published in the Federal Register on April 4, 1995 (60 FR 17030). The action proposed to continue to require repetitive visual inspections to detect cracking in the inboard strut-todiagonal brace attach fittings, and replacement or repair of the cracking, if necessary. The action also proposed to add repetitive high frequency eddy current (HFEC) inspections to detect cracks of the attach fittings. Additionally, that action proposed to require that certain attach fittings with cracks be reinspected at shorter intervals, and to require subsequent replacement of the attach fittings of airplanes with certain known cracking. The action also proposed to expand the applicability of the rule to include additional affected airplanes, and provided an optional terminating action

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due

for the required inspections.