that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

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

95–01–51 Airbus Industrie: Amendment 39–9125. Docket 94–NM–248–AD.

Applicability: All Model A300, A300–600, A310, A330, and A340 series airplanes, 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 (d) 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 rupture of a cockpit sliding window and subsequent rapid decompression of the fuselage, accomplish the following:

- (a) Within 7 days after the effective date of this AD, perform an inspection of the left-and right-hand sliding side windows in the cockpit to identify the part number (P/N) of those windows, in accordance with paragraph 4.1 of Airbus All Operators Telex (AOT) 30–01, dated December 22, 1994.
- (b) If no window manufactured by PPG Industries having P/N NP175202–1 (left-hand side) or NP175202–2 (right-hand side) is installed, no further action is required by this AD.
- (c) If any window manufactured by PPG Industries having P/N NP175202–1 (left-hand side) or NP175202–2 (right-hand side) is installed, prior to further flight, accomplish either paragraph (c)(1), (c)(2), or (c)(3) of this AD in accordance with Airbus AOT 30–01, dated December 22, 1994.
- (1) Deactivate the associated sliding window defogging system in accordance with the procedures specified in paragraph 4.2.2 of the AOT. The defogging system may remain deactivated until the window is replaced in accordance with paragraph (c)(3) of this AD. Or

Note 2: This AD may permit the defogging system to be deactivated for a longer time than is specified in the Master Minimum Equipment List (MMEL). In any case, the provisions of this AD prevail.

- (2) Install thermo-sensitive indicators in two areas of the sliding side window (left-and right-hand sides) in accordance with the procedures specified in paragraph 4.3 of the AOT. Thereafter, perform a daily inspection of the indicators to determine if the 60-degree segment of any indicator turns from light grey to black, in accordance with the procedures specified in paragraph 4.3 of the AOT. If any indicator turns black, prior to further flight, deactivate the associated sliding window defogging system in accordance with paragraph (c)(1) of this AD.
- (3) Replace the PPG Industries window with a serviceable window manufactured by PPG Industries or by SPS, in accordance with the procedures specified in paragraph 5.1 of the AOT. After such replacement, no further action is required by 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 3: 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 actions shall be done in accordance with Airbus All Operators Telex 30–01, dated December 22, 1994. 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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 February 14, 1995 to all persons except those persons to whom it was made immediately effective by telegraphic AD T95–01–51, issued December 29, 1994, which contained the requirements of this amendment.

Issued in Renton, Washington, on January 19, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–1845 Filed 1–27–95; 8:45 am] BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94-NM-236-AD; Amendment 39-9129; AD 95-02-10]

Airworthiness Directives; Boeing Model 757 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 Boeing Model 757 series airplanes. This action requires replacement of the bolts, nuts, and washers that attach the support bracket at the Number 4 and Number 5 transmissions to the wing flap structure. This amendment is prompted by a report of damage to the left inboard trailing edge flap. The actions specified in this AD are intended to prevent these airplanes from taking off with broken bolts that attach the transmission bracket to the wing flap track structure. which could result in the airplane rolling at liftoff.

DATES: Effective February 14, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 14, 1995.

Comments for inclusion in the Rules Docket must be received on or before March 31, 1995.