

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:

95-04-12 Airbus Industrie: Amendment 39-9164. Docket 95-NM-14-AD.

Applicability: Model A310 and A300-600 series airplanes on which Airbus Modification 10156 has not been accomplished, and Model A320 series airplanes on which Airbus Modification 22561 or Airbus Service Bulletin A320-26-1017 has not been accomplished; certificated in any category. This AD is not applicable to airplanes on which the air extraction system is not configured to detect smoke in the extracted air. (That is, airplanes that do not have standard air extraction systems are not subject to the requirements of this AD.)

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 (b) 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 failure of the lavatory smoke detection system to detect smoke in the lavatory, accomplish the following:

(a) Within 450 flight hours after the effective date of this AD, perform an inspection of each lavatory to verify proper installation of the grille over the air extraction duct of the lavatories, and to detect blockage in the air extraction duct of the lavatories, in accordance with Airbus All Operators Telex (AOT) 26-12, Revision 1, dated July 4, 1994.

(1) If the grille is found to be properly installed and if no blockage is found, repeat the inspection thereafter whenever the cover over the air extraction duct of the lavatories or any ceiling louver (grille) of the ceiling light in the lavatory is removed or replaced for any reason.

(2) If the grille is found to be improperly installed and/or if blockage is found, prior to further flight, correct any discrepancies found, in accordance with Airbus AOT 26-

12, Revision 1, dated July 4, 1994. Repeat the inspection thereafter whenever the cover over the air extraction duct of the lavatories or any ceiling louver (grille) of the ceiling light in the lavatory is removed or replaced for any reason.

(b) 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.

(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) The inspections and correction of discrepancies shall be done in accordance with Airbus AOT 26-12, Revision 1, dated July 4, 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.

(e) This amendment becomes effective on March 17, 1995.

Issued in Renton, Washington, on February 17, 1995.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-4544 Filed 3-1-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 92-ANE-34; Amendment 39-9163; AD 95-04-11]

Airworthiness Directives; Textron Lycoming ALF502R and ALF502L Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Textron Lycoming ALF502R series turbofan engines, that currently requires the establishment of a reduced stress rupture retirement life limit for certain third stage turbine

disks. This amendment establishes a new increased stress rupture retirement life limit for certain third stage turbine disks used in conjunction with third stage turbine nozzles that have improved cooling effectiveness, expands the applicability by adding the ALF502L series engines, and establishes other new reduced stress rupture retirement life limits. This amendment is prompted by the introduction of an improved design third stage turbine nozzle, and a new reduced stress rupture retirement life limit for certain third stage turbine disks on the ALF502L series engines. The actions specified by this AD are intended to prevent a total loss of engine power, inflight engine shutdown, and possible damage to the aircraft.

DATES: Effective April 3, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 3, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from AlliedSignal Engines, 550 Main Street, Stratford, CT 06497; (203) 385-1470. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA 01803-5299; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 90-25-02, Amendment 39-6811 (55 FR 48592, November 21, 1990), which is applicable to Textron Lycoming ALF502R series turbofan engines, was published in the **Federal Register** on March 15, 1993 (58 FR 13711). That action proposed to expand the applicability by adding the ALF502L series. That action would also provide for increased stress rupture retirement life limits for certain third stage turbine disks when used in conjunction with third stage turbine nozzles that have improved cooling effectiveness.

On October 28, 1994, AlliedSignal Inc. purchased the turbine engine product line of Textron Lycoming, but as of this date the anticipated name change on the type certificate for the