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Attorney General.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-54-AD; Amendment 39-212; AD 95-09-09]

Airworthiness Directives; McDonnell Douglas Model DC-8-60 Series Airplanes Equipped With Engines Modified by Burbank Aeronautical Corporation II (BAC II) in Accordance With Supplemental Type Certificate (STC) SA4892NM or SA5455NM

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 DC-8-60 series airplanes. This action requires inspection to determine the part number of the cone bolt on the right side of the forward mount of each engine, and replacement of the bolt, if necessary. This amendment is prompted by a report of failure of a cone bolt at that location on an engine of one airplane. The actions specified in this AD are intended to prevent failure of the cone bolt on the right side of the forward mount of the engine, which may lead to separation of the engine during a critical phase of flight.

DATES: Effective May 16, 1995.

Comments for inclusion in the Rules Docket must be received on or before June 30, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-54-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Information concerning this amendment may be obtained from or 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.

FOR FURTHER INFORMATION CONTACT: David Y. J. Hsu, Aerospace Engineer,

Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5323; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: Recently, the FAA received a report of failure of a cone bolt on the right side of the forward mount of an engine on a McDonnell Douglas Model DC-8-60 series airplane. Investigation revealed that corrosion pitting at the base of the bolt thread caused the cone bolt to fail. Further investigation indicated that this cone bolt, BAC II part number (P/N) DC-8-21005-7, was re-manufactured from a 15-year-old bolt. This bolt had accumulated 3,526 flight hours since it had been installed on the engine, which was modified by Burbank Aeronautical Corporation II (BAC II) in accordance with Supplemental Type Certificate (STC) SA4892NM. This condition, if not corrected in a timely manner, could result in failure of the cone bolt on the right side of the forward mount of the engine, which may lead to separation of the engine during a critical phase of flight.

Since both STC's SA4892NM and SA5455NM specify the same cone bolts, the FAA has determined that the subject unsafe condition is likely to exist or develop on all Model DC-8-60 series airplanes equipped with engines modified by BAC II in accordance with either STC. The FAA finds that the differences in design and materials used to manufacture cone bolts having Barry Controls part number, P/N 96013-1, make them less susceptible to corrosion. Therefore, the FAA has determined that cone bolts having BAC II part number, DC-8-21005-7, must be replaced with cone bolts having the Barry Controls part number.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent failure of the cone bolt on the right side of the forward mount of the engine, which may lead to separation of the engine during a critical phase of flight. This AD requires a one-time inspection to determine the part number of the cone bolt on the right side of the forward mount of the engine, and replacement of certain cone bolts having BAC II part numbers with cone bolts having Barry Controls part numbers. This AD also requires that operators submit a report to the FAA of the findings of discrepant bolts.

This is considered to be interim action until such time that all cone bolts having BAC II part numbers have been removed from the fleet and the FAA has

accounted for all cone bolts having BAC II part numbers. The information from the required reports from operators will enable the FAA to account for those cone bolts and to determine if additional rulemaking action is warranted.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire.

Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-54-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612,