

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 a new airworthiness directive to read as follows:

95-03-11 McDonnell Douglas Helicopter Systems and Hughes Helicopters, Inc.:
Amendment 39-9147. Docket No. 94-SW-21-AD.

Applicability: Model 369, OH-6A, and YOH-6A series helicopters, with tail rotor blade assemblies, part number (P/N) 369A1613-7, 369A1613-503, 369A1613-505, 369A1613-509, 369D21606, 369D21606-509, 369D21613-11, 369D21613-31, 369D21613-41, 369D21613-51, 369D21613-71, 369D21615, 369D21615-21, 369D21615-41, or 421-088, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of the abrasion strip, separation of a tail rotor blade, separation of the tail rotor gearbox, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 25 hours time-in-service (TIS) or 90 calendar days, whichever occurs first, and thereafter, at intervals not to exceed 100 hours TIS, inspect the tail rotor blade abrasion strip for debonding from the tail rotor blade. Prior to conducting the repetitive

inspections, remove any abrasion tape from the tail rotor blade.

(1) If the inspection reveals debonding, replace the tail rotor blade with an airworthy blade that has been modified by an installation of rivets, and install 304 stainless steel abrasion tape (.0027-inch thick) over the inboard end of the abrasion strip in accordance with steps B through H of Part I of the Accomplishment Instructions of McDonnell Douglas Helicopter Systems Service Information Notice (SIN) HN-238, DN-187, EN-80, FN-66, dated October 26, 1994.

(2) If the inspection reveals no debonding, install 304 stainless steel abrasion tape (.0027-inch thick) over the inboard end of the abrasion strip in accordance with steps B through H of Part I of the Accomplishment Instructions of McDonnell Douglas Helicopter Systems SIN HN-238, DN-187, EN-80, FN-66, dated October 26, 1994.

(b) Within 1,000 hours TIS after the effective date of this AD, replace the affected tail rotor blades in shipsets with tail rotor blades that contain the new-design abrasion strips in accordance with Part II of the Accomplishment Instructions of SIN HN-238, DN-187, EN-80, FN-66, dated October 26, 1994. Once the new-design abrasion strips are installed on the tail rotor blades, the tail rotor assembly P/N changes as follows:

Old tail rotor assembly No.	New tail rotor assembly No.
369A1613-7	369A1613-11.
369A1613-503	369A1613-507.
369A1613-505	369A1613-507.
369A1613-509	369A1613-507.
369D21606	369D21606-511.
369D21606-509	369D21606-511.
369D21613-11	369D21613-11N.
369D21613-31	369D21613-31N.
369D21613-41	369D21613-61.
369D21613-51	369D21613-61.
369D21613-71	369D21613-61.
369D21615	369D21615-N.
369D21615-21	369D21615-31.
369D21615-41	369D21615-31.
421-088	421-088-11.

(c) Installation of tail rotor blades with new-design abrasion strips installed in accordance with Part II of the Accomplishment Instructions of SIN HN-238, DN-187, EN-80, FN-66, dated October 26, 1994, constitutes a terminating action for the 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 when approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

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

(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 helicopter to a location where the requirements of this AD can be accomplished, provided there is no evidence of debonding of the abrasion strip at any point along the entire abrasion strip bond line of the tail rotor blades.

(f) The modification and replacement shall be done in accordance with McDonnell Douglas Helicopter Systems Service Information Notice HN-238, DN-187, EN-80, FN-66, dated October 26, 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 McDonnell Douglas Helicopter Systems, Technical Publications, Bldg. 530/B111, 5000 E. McDowell Road, Mesa, Arizona 85205-9797. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(g) This amendment becomes effective on March 1, 1995.

Issued in Fort Worth, Texas, on February 6, 1995.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 95-3512 Filed 2-13-95; 8:45 am]

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14 CFR Part 39

[Docket No. 94-CE-08-AD; Amendment 39-9139; AD 95-03-02]

Airworthiness Directives; Brackett Aircraft Company, Inc. Air Filter Assemblies Installed on Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to airplanes with certain Brackett Aircraft Company, Inc. (Brackett) air filter assemblies that have a neoprene gasket design installed between the carburetor heat box and the air filter frame. This action requires repetitively inspecting (visually) the air filter frame for a loose or deteriorating gasket, and replacing any gasket found loose or deteriorated. An accident report concerning a Cessna Model 172 airplane that experienced engine loss because a six-inch piece of neoprene gasket material was lodged in the carburetor prompted this action. The actions specified by this AD are intended to prevent gasket particles from entering the carburetor because of air filter gasket failure, which could result in partial or complete loss of engine power.

DATES: Effective March 17, 1995.