

increased sectional dimension, P/N 1379111E 1 (Modification No. 5162), in accordance with the Instructions to Modification No. 5162, Part 1 and Part 2, Issue 1, dated June 1981.

(c) Incorporating Modification 5162 as specified in paragraphs (a)(1) and (b) of this AD eliminates the repetitive inspection requirement of this AD.

(d) 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.

(e) An alternative method of compliance or adjustment of the initial and repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office (ACO), Europe, Africa, Middle East office, FAA, c/o American Embassy, B-1000 Brussels, Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

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

(f) The inspection required by this AD shall be done in accordance with Jetstream Service Bulletin No. 9/10, dated April 28, 1981. The replacement required by this AD shall be done in accordance with Instructions to Modification No. 5162, Part 1 and Part 2, Issue 1, dated June 1981. 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 Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment (39-9119) becomes effective on February 20, 1995.

Issued in Kansas City, Missouri, on January 4, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-518 Filed 1-9-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 91-CE-12-AD; Amendment 39-9118; AD 95-01-07]

Airworthiness Directives; Fairchild Aircraft Models SA227-AC and SA227-AT Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 83-12-01, which currently requires repetitively inspecting the lower wing skin panel for cracks on certain Fairchild Aircraft Models SA227-AC and SA227-AT airplanes, and installing wing skin reinforcement doublers if any wing skin crack is found. The Federal Aviation Administration's policy on aging commuter-class aircraft is to eliminate, or, in certain instances, reduce the number of certain repetitive short-interval inspections when improved parts or modifications are available. This action requires installing wing skin reinforcement doublers or wing skin stringer ties as terminating action for the repetitive inspections that are currently required by AD 83-12-01. The actions specified by this AD are intended to prevent fatigue failure of the lower wing skin panels, which could result in loss of control of the airplane.

DATES: Effective February 17, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 17, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; telephone (210) 824-9421. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Hung Viet Nguyen, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5155; facsimile (817) 222-5959.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Fairchild Aircraft Models SA227-AC and SA227-AT airplanes was published in the **Federal Register** on March 30, 1994 (59 FR 14797). The action proposed to supersede AD 83-12-01 with a new AD that would (1) retain the requirement of repetitively inspecting the lower wing skin panel, and installing wing skin reinforcement doublers if any wing skin crack is found; and (2) require either installing wing skin reinforcement doublers or wing skin stringer ties as terminating action for the repetitive inspections. The proposed actions would be

accomplished in accordance with Fairchild SB No. 227-57-002, Issued: June 6, 1983, Revised: January 23, 1984.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD nor add any additional burden upon the public than was already proposed.

This action is based on the FAA's aging commuter-class airplane policy, which briefly states that owners/operators in commuter service should incorporate modifications or install improved parts when the modification or installation would eliminate, or, in certain instances, reduce a repetitive inspection on a critical structure.

The FAA estimates that 125 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 9 workhours per airplane to accomplish the required action if reinforcement doublers were installed (1 workhour/inspection and 8 workhours/modification) or 25 workhours per airplane to accomplish the required action if wing skin stringer ties were installed (1 workhour/inspection and 24 workhours/modification), and that the average labor rate is approximately \$55 an hour. Parts cost approximately \$56 per airplane for the wing skin reinforcement doublers and \$179 per airplane for the wing skin stringer ties. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be either \$68,875 for those airplane operators incorporating the reinforcement doubler modification or \$194,250 for those airplane operators utilizing the wing skin stringer ties modification. This cost figure is based on the assumption that no affected airplane owner/operator has accomplished one of the required inspection-terminating modifications. The figure does not include repetitive inspection costs. The FAA has no way of determining how many repetitive inspections each owner/operator may incur.

The intent of the FAA's aging commuter airplane program is to ensure safe operation of commuter-class airplanes that are in commercial service without adversely impacting private operators. Of the approximately 125

airplanes in the U.S. registry that will be affected by this AD, approximately 76 are operated in scheduled passenger service. A significant number of the remaining 49 airplanes are operated in other forms of air transportation such as air cargo and air taxi.

This AD allows 500 hours time-in-service (TIS) before mandatory accomplishment of the design modification. The average utilization of the fleet for those airplanes in commercial commuter service is approximately 25 to 50 hours TIS per week. Based on these figures, operators of commuter-class airplanes involved in commercial operation will have to accomplish the required modification within 2 to 5 calendar months after this AD becomes effective. For private owners, who typically operate between 100 to 200 hours TIS per year, this allows 2 to 5 calendar years before the required modification will be mandatory.

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, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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 removing AD 83-12-01, Amendment 39-4693, and by adding a new AD to read as follows:

95-01-07 Fairchild Aircraft: Amendment 39-9118; Docket No. 91-CE-12-AD. Supersedes AD 83-12-01, Amendment 39-4693.

Applicability: The following model and serial number airplanes, certificated in any category:

Model	Serial Nos.
SA227-AC	415, 416, and 420 through 554.
SA227-AT	423 through 554.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent fatigue failure of the lower wing skin panels, which could result in loss of control of the airplane, accomplish the following:

(a) Within the next 50 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished (compliance with AD 83-12-01), dye penetrant inspect the lower wing skin panel of both wings in the area of Wing Station (WS) 187.0 in accordance with paragraph IIA of the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Service Bulletin (SB) 227-57-002, Issued: June 6, 1983, Revised: January 23, 1984.

(1) If cracks are found, prior to further flight, install reinforcement doublers, part number 27K31013-001 LH and 27K31013-002 RH, in accordance with paragraph IIB of the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild SB 227-57-002, Issued: June 6, 1983, Revised: January 23, 1984.

(2) If no cracks are found, reinspect thereafter at intervals not to exceed 50 hours TIS until the modification specified in paragraph (b) of this AD is accomplished.

(b) Within the next 500 hours TIS after the effective date of this AD, unless already accomplished as specified in paragraph (a)(1) of this AD, accomplish one of the following on both wings:

(1) Install reinforcement doublers, part number 27K31013-001 LH and 27K31013-002 RH, in accordance with paragraph IIB of the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild SB 227-57-002, Issued: June 6, 1983, Revised: January 23, 1984; or

(2) Install stringer ties, P/N 27-13869, in accordance with paragraph IIC of the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild SB 227-57-002, Issued: June 6, 1983, Revised: January 23, 1984.

(c) Incorporating (on both wings) the modification specified in paragraph (a)(1),

(b)(1) or (b)(2) of this AD terminates the repetitive inspection requirement of this AD.

(d) 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.

(e) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

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

(f) The inspections and installation required by this AD shall be done in accordance with Fairchild Service Bulletin 227-57-002, Issued: June 6, 1983, Revised: January 23, 1984. 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 Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment (39-9118) supersedes AD 83-12-01, Amendment 39-4693.

(h) This amendment (39-9118) becomes effective on February 17, 1995.

Issued in Kansas City, Missouri, on January 4, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-517 Filed 1-9-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-ASW-2]

Alteration of Jet Routes; Louisiana

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document contains a correction to the final rule published on December 9, 1994. In the airspace designation of Jet Route J-37 the Hobby 084° radial was in error. This correction changes the "Hobby 084°" radial to read the "Hobby 090°" radial.

EFFECTIVE DATE: February 2, 1995.

FOR FURTHER INFORMATION CONTACT: Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-