R lead-lag links (links) for cracks and the lug bushings (bushings) for looseness. Conduct the inspections in accordance with paragraph (b) of Part I of McDonnell Douglas Helicopter Company Service Information Notice HN–211.4, DN–51.6, EN–42.4, FN–31.4 (SIN), dated January 27, 1993.

(2) Visually inspect the following for cracks—

(i) The root fittings around the blade attachment lugs; and,

(ii) The M/R blade doubler and blade skin adjacent to the root fittings.

(3) Mark the root fittings and bushings with slippage marks in accordance with paragraph (e) of Part I of the SIN, dated January 27, 1993, if the slippage marks are degraded or missing.

(4) Replace any M/R blades or links found to be cracked or to have loose bushings with airworthy parts before further flight.

(b) Within 25 hours TIS after compliance with the requirements of paragraph (a) of this AD, and thereafter at intervals not to exceed 25 hours TIS from the last inspection, accomplish the following without removing the M/R blade:

(1) Visually inspect the root fittings and links for cracks or loose bushings in accordance with Part II of the SIN, dated January 27, 1993.

(2) Replace any M/R blades or links found to be cracked or to have loose bushings with airworthy parts before further flight.

(c) 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.

(d) 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 helicopter to a location where the requirements of this AD can be accomplished.

(e) The inspections and replacements, if necessary, shall be done in accordance with McDonnell Douglas Helicopter Company Service Information Notice No. HN–211.4, DN–51.6, EN–42.4, FN–31.4, dated January 27, 1993. 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.

(f) This amendment becomes effective on March 21, 1995.

Issued in Fort Worth, Texas, on February 7, 1995.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 95–3511 Filed 2–13–95; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 92–CE–22–AD; Amendment 39–9124; AD 95–02–06]

Airworthiness Directives; Jetstream Aircraft Limited (Formerly British Aerospace, Regional Aircraft Limited) Jetstream Model 3101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 91–08–01, which currently requires the following on Jetstream Aircraft Limited (JAL) Jetstream Model 3101 airplanes: revising the maximum speed for flaps at 50 degrees from 153/149 knots indicated airspeed (KIAS) to 130 KIAS; and limiting the maximum flap extension to 20 degrees anytime ice is present on the airplane. This action requires incorporating a flap system modification as terminating action for the requirements of AD 91–08–01. The actions specified by this AD are intended to prevent sudden pitch down of the airplane during icing conditions, which could lead to loss of control of the airplane.

DATES: Effective March 10, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 10, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; telephone (44–292) 79888; facsimile (44–292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029; telephone (703) 406–1161; facsimile (703) 406–1469. 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. Raymond A. Stoer, Program Officer, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B–1000 Brussels, Belgium; telephone (322) 513.3830; facsimile (322) 230.6899; or Mr. John P. Dow, Sr., Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426–6932; facsimile (816) 426–2169.

SUPPLEMENTARY INFORMATION: A proposal (supplemental notice of proposed rulemaking) to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain JAL Model 3101 airplanes was published in the **Federal Register** on October 13, 1994 (59 FR 51875). The action proposed to supersede AD 91–08–01, Amendment 39–7007, with a new AD that would (1) Retain the flap system operating revision and limitation currently required until the 35-degree flap system modification was incorporated; and (2) eventually require incorporating the 35-degree flap system modification in accordance with the instructions in Jetstream Aircraft Limited Service Bulletin No. 27–JA 910541, which consists of the following pages:

Page Nos.	Revision level	Date
2, 5 through 30 and 33 through 45.	Revision 1	November 11, 1991.
31	Revision 2	February 4, 1992.
1, 3, 4, and 32 ..	Revision 3	November 16, 1992.

Interested persons have been afforded an opportunity to participate in the making of this amendment. One comment was received in favor of the proposal and no comments were received concerning 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.

The FAA estimates that 141 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 23 workhours per airplane to accomplish the required action, and that the average labor rate is approximately $55 an hour. The manufacturer will provide parts at no cost to the owner/operator. Based on these figures, the

total cost impact of the AD on U.S. operators is estimated to be $178,365. This figure is based on the assumption that no affected owner/operator has incorporated the required modification.

Jetstream Aircraft Limited has informed the FAA that 122 modification kits have been delivered to affected airplane owners/operators. Since each of these airplane operators have incorporated revised flight manual supplements, the FAA assumes that each of these kits is installed on one of the affected airplanes. With this in mind, the proposed cost impact upon U.S. operators would be reduced $154,330 from $178,365 to $24,035. In addition, Jetstream Aircraft Limited informed the FAA that the other 19 affected airplanes are in the storage inventory of its sister company JSX. The policy of JSX is to incorporate this modification before distributing one of the affected airplanes to an operator. Taking these factors into consideration, this AD would provide no economic cost impact upon U.S. operators.

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 91–08–01, Amendment 39–7007 (56 FR 24333, May 30, 1991), and adding a new AD to read as follows:

95–02–06 Jetstream Aircraft Limited: Amendment 39–9124; Docket No. 92–CE–22–AD. Supersedes AD 91–08–01, Amendment 39–7007.

Applicability: Jetstream Model 3101 airplanes (all serial numbers), certificated in any category, that do not have the flap system modified in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream Service Bulletin (SB) 27–JA 910541, which consists of the following pages and revision levels:

Page Nos.	Revision level	Date
2, 5 through 30 and 33 through 45.	Revision 1	November 11, 1991.
31	Revision 2	February 4, 1992.
1, 3, 4, and 32 ..	Revision 3	November 16, 1992.

Note 1: Compliance with a previous revision level of the above-referenced service bulletin fulfills the applicable requirements of this AD.

Compliance: Required as indicated after the effective date of this AD, unless already accomplished.

To prevent sudden pitch down of the airplane during icing conditions, which could lead to loss of control of the airplane, accomplish the following:

(a) Within the next 10 hours time-in-service (TIS) after June 10, 1991 (the effective date of superseded AD 91–08–01), accomplish the following:

(1) Modify the operating limitations placards located on the flight deck in accordance with British Aerospace (BAe) Alert SB No. 27–A–JA 910340, dated March 25, 1991. This modification will limit the maximum flap extension speed at the 50-degree position to 130 knots indicated airspeed (KIAS).

(2) Insert a copy of this AD into the Limitations Section of the airplane flight manual.

(b) Within the next 25 hours TIS after June 10, 1991 (the effective date of superseded AD 91–08–01), accomplish the following:

(1) Fabricate a placard with the words ''Do not extend the flaps beyond the 20-degree position if ice is visible on the airplane and ensure that the landing gear selector is down prior to landing.'' Install this placard on the airplane's instrument panel within the pilot's clear view. Parts of the airplane where ice could specifically be visible include the windshield wipers, center windshield, propeller spinners, or inboard wing leading edges.

(2) Operate the airplane in accordance with BAe Alert SB 27–A–JA 910340, dated March 25, 1991, Section 2.B.—Instruction for Aircraft Operations, paragraphs (1)(a) and (1)(c) until Amendments P/32, P/49, and P/52 have been received. Upon receipt, incorporate these amendments into Airplane Flight Manual (AFM) HP.4.10. Ensure that Amendment G/10 is incorporated into AFM HP.4.10.

(c) Within the next 100 hours TIS after the effective date of this AD, incorporate the 35-degree flap modification (Amendment JA 910541) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream Aircraft Limited SB 27–JA 910541.

(d) The actions required by paragraphs (a) and (b) of this AD may be terminated when the flap system is modified in accordance with Jetstream Aircraft Limited SB 27–JA 910541, as required by paragraph (c) of this AD.

(e) 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 airplanes to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office (ACO), FAA, Europe, Africa, and Middle East Office, 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels ACO.

(g) The modifications required by this AD shall be done in accordance with Jetstream Aircraft Limited Service Bulletin 27–JA 910541, which consists of the following pages and revision levels:

Page Nos.	Revision level	Date
2, 5 through 30 and 33 through 45.	Revision 1	November 11, 1991.
31	Revision 2	February 4, 1992.
1, 3, 4, and 32 ..	Revision 3	November 16, 1992.

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; telephone (44–292) 79888. 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.

(h) This amendment (39–9124) supersedes AD 91–08–01, Amendment 39–7007.

(i) This amendment (39–9124) becomes effective on March 10, 1995.

Issued in Kansas City, Missouri, on January 18, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–1698 Filed 2–13–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–NM–52–AD; Amendment 39–9126; AD 95–02–07]

Airworthiness Directives; Boeing Model 747 Series Airplanes Equipped With General Electric CF6–45 or CF6–50 Engines or Pratt & Whitney JT9D Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 747 series airplanes, that requires installation of a seal on the wing front spar at each engine strut. This amendment is prompted by a report of a fire that occurred due to fuel leakage from the fuel line coupling in the engine strut area along the wing front spar while the airplane was on the ground after engine shutdown. The actions specified by this AD are intended to ensure that fuel is contained within the strut drainage area and channeled away from ignition sources.

DATES: Effective March 16, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 16, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: G. Michael Collins, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2689; fax (206) 227–1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Boeing Model 747 series airplanes was published in the **Federal Register** on June 9, 1994 (59 FR 29744). That action proposed to require installation of a seal on the wing front spar at each engine strut.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter supports the proposed rule.

Several commenters state that the one reported incident was an ''isolated incident'' and is not characteristic of industry findings. One commenter also states that the incident was not a safety-of-flight issue since the reported fire occurred while the airplane was on the ground. Because of this, these commenters request that the FAA withdraw the proposed rule. The FAA does not concur. As explained in detail in the preamble to the proposed rule, airflow when the airplane is in flight or airflow from the engine running when the airplane is on the ground does prevent fuel from leaking onto hot engine surface. However, a potential unsafe condition still exists because fire can occur after engine shutdown as a result of the fuel dripping onto the hot engine surface. The reported fire demonstrates that the design of the flammable fluid drainage system does not adequately separate the fuel leak from the hot surface of the engine following engine shutdown. The FAA has determined that the actions required by this AD are warranted in order to address that unsafe condition.

Several commenters contend that the proposed installation of a seal on the wing front spar at each engine will not prevent a fuel leak from occurring. One commenter states that individual modifications, such as the proposed modification, should only be required as part of a more comprehensive program of modifications that will address all known fuel system leakage problems. (The commenter did not, however, provide any specific details of a program.) Another commenter states that periodic replacement of the O-rings in the fitting would prevent the leakage of fuel; therefore, the proposed installation is not necessary. Because of these items, these commenters request that the rule not be issued. The FAA does not concur. Each incident report and each modification presented to correct causes of fuel leakage incidents is evaluated by the FAA. Both the effectiveness of the modification and the economic impact to accomplish corrective action required by an AD are considered. The FAA has determined that the installation required by this AD will improve the drainage system and prevent future fires that could be caused by fuel leakage from the fuel line (Wiggins) coupling in the engine strut area. Scheduled replacement of the O-rings may reduce the potential for fuel leaks caused by worn or aged O-rings, but it will not eliminate all causes of fuel leakage in the area of the modification.

One commenter states that the seal described in the proposed rule will be replaced during an anticipated ''Boeing Model 747 strut modification program,'' and that installing the seal before modifying the strut area would provide a short-lived increase in safety. This commenter, therefore, considers the proposed installation to be unwarranted. The FAA does not concur. The planned strut modification program does not include a requirement for incorporation of the installation required by this AD, nor has a compliance time for the strut modifications been established; it is likely that the compliance time may be a period of three to five years. Although the planned strut modifications may require the removal and reinstallation of the seal installation required by this AD, the risk of a fire occurring before the planned strut modification program is implemented outweighs the convenience of waiting to install the seal until the strut modification is accomplished. The installation required by this AD can be incorporated during normal scheduled maintenance periods, thereby reducing the costs associated with this installation since access to this area will be necessitated in order to accomplish other scheduled maintenance actions.

Several commenters request that the FAA extend the proposed compliance time for the installation. Some of the commenters request the compliance time be extended from the proposed 12 months to as much as 48 months. This would permit ample time to accomplish the installation during scheduled maintenance periods. One of these commenters requests that the compliance time be extended to coincide with the planned strut modification program to reduce the additional cost to the operators. The FAA concurs that the compliance time may be extended somewhat. In