

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

**95-03-07 Aerospatiale:** Amendment 39-9144. Docket 94-NM-83-AD.

*Applicability:* Model ATR72-101, -102, -201, and -202 series airplanes; as listed in Aerospatiale Service Bulletin ATR72-27-1033, dated February 23, 1994; certificated in any category.

**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 (d) 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 problems associated with corrosion of the flight control rods, which could compromise the required strength of these items, accomplish the following:

**Note 2:** Rods replaced and installed in accordance with the instructions of any version of Aerospatiale Service Bulletin ATR72-27-1010 prior to the effective date of this AD are not affected by the requirements of this AD.

(a) For airplanes having Manufacturer's Serial Numbers (MSN) 126 through 183, inclusive: Within 18 months after the

effective date of this AD, visually inspect the elevator trim fail-safe rods to determine the model and the orientation of the open end of the rod, in accordance with Part A of Aerospatiale Service Bulletin ATR72-27-1033, dated February 23, 1994.

(1) If a SARMA-type rod is installed, prior to further flight, replace that rod with a modified rod, in accordance with Aerospatiale Service Bulletin ATR72-27-1012, Revision 3, dated October 7, 1991.

(2) If a TAC-type rod is installed, and if the open end of the rod is oriented in any direction other than downwards, prior to further flight, accomplish the reverse installation procedures specified in Aerospatiale Service Bulletin ATR72-27-1010, Revision 4, dated February 23, 1994.

(b) For airplanes having MSN's 126 through 198 inclusive, 204, and 207: Within 18 months after the effective date of this AD, visually inspect the rudder trim fail-safe rods to determine the model and the orientation of the open end of the rod, in accordance with Part B of Aerospatiale Service Bulletin ATR72-27-1033, dated February 23, 1994.

(1) If a SARMA-type rod is installed, prior to further flight, replace that rod with a modified rod, in accordance with Aerospatiale Service Bulletin ATR72-27-1012, Revision 3, dated October 7, 1991.

(2) If a TAC-type rod is installed, and if the open end of the rod is oriented in any direction other than downwards, prior to further flight, accomplish the reverse installation procedures specified in Aerospatiale Service Bulletin ATR72-27-1010, Revision 4, dated February 23, 1994.

(c) For airplanes having MSN's 198, and 126 through 237 inclusive: Within 18 months after the effective date of this AD, visually inspect the rudder travel limitation unit fail-safe rods to determine the model and the orientation of the open end of the rod, in accordance with Part C of Aerospatiale Service Bulletin ATR72-27-1033, dated February 23, 1994.

(1) If a SARMA-type rod is installed, prior to further flight, replace that rod with a new

rod in accordance with Aerospatiale Service Bulletin ATR72-27-1027, dated July 28, 1993.

(2) If a TAC-type rod is installed at the rudder travel limitation rod location, and if the open end of the rod is oriented in any direction other than downwards, prior to further flight, inspect that rod in accordance with Aerospatiale Service Bulletin ATR72-27-1027, dated July 28, 1993.

(i) If no crack(s), deformation, or corrosion of the rod is found, prior to further flight, reinstall the rod so that the open end is oriented downwards, in accordance with the service bulletin.

(ii) If any crack(s), deformation, or corrosion of the rod is found, prior to further flight, replace the rod with a modified rod in accordance with the service bulletin.

(d) 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 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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 airplane to a location where the requirements of this AD can be accomplished.

(f) The inspections, replacements, reverse installations, and reinstallation shall be done in accordance with the following Aerospatiale service bulletins, as applicable, which contain the specified effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
ATR72-27-1012, Revision 3, October 7, 1991 .....	1 .....	3 .....	Oct. 7, 1991.
	2, 4, 6, 9 .....	Original .....	Oct. 29, 1990.
	5, 7, 8 .....	1 .....	Nov. 21, 1990.
	3 .....	2 .....	May 16, 1991.
ATR72-27-1033 Original Issue, February 23, 1994 .....	1-10 .....	Original .....	Feb. 23, 1994.
ATR72-27-1027, Original Issue, July 28, 1993 .....	1-11 .....	Original .....	July 28, 1993.
ATR72-27-1010, Revision 4, February 23, 1994 .....	1, 3 .....	4 .....	Feb. 23, 1994.
	2, 7 .....	Original .....	June 22, 1990.
	4 .....	2 .....	Jan. 10, 1991.
	5, 6 .....	1 .....	Nov. 21, 1990.

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 Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, 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.

(g) This amendment becomes effective on March 30, 1995.

Issued in Renton, Washington, on February 6, 1995.

**S.R. Miller,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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**LEGAL SERVICES CORPORATION**

**45 CFR Part 1611**

**Eligibility: Income Level for Individuals Eligible for Assistance**

**AGENCY:** Legal Services Corporation.

**ACTION:** Final rule.

**SUMMARY:** The Legal Services Corporation ("Corporation") is required by law to establish maximum income levels for individuals eligible for legal assistance. This document updates the specified income levels to reflect the annual amendments to the Federal Poverty Guidelines as issued by the Department of Health and Human Services.

**EFFECTIVE DATE:** February 28, 1995.

**FOR FURTHER INFORMATION CONTACT:** Victor M. Fortuno, General Counsel, Legal Services Corporation, 750 First Street NE, Washington, D.C. 20002-4250; 202-336-8810.

**SUPPLEMENTARY INFORMATION:** Section 1007(a)(2) of the Legal Services Corporation Act ("Act"), 42 U.S.C. 2996f(a)(2), requires the Corporation to establish maximum income levels for individuals eligible for legal assistance,

and the Act provides that other specified factors shall be taken into account along with income.

Section 1611.3(b) of the Corporation's regulations establishes a maximum income level equivalent to one hundred and twenty-five percent (125%) of the official Federal Poverty Income Guidelines.

Responsibility for revision of the official Federal Poverty Income Guidelines was shifted in 1982 from the Community Services Administration to the Department of Health and Human Services. The revised figures for 1995 set out below are equivalent to 125% of the current official Poverty Guidelines as set out at 60 FR 7772 (Feb. 9, 1995).

**List of Subjects in 45 CFR Part 1611**

Legal services.

**PART 1611—ELIGIBILITY**

1. The authority citation for Part 1611 continues to read as follows:

**Authority:** Secs. 1006(b)(1), 1007(a)(1) Legal Services Corporation Act of 1974, 42 U.S.C. 2996e(b)(1), 2996f(a)(1), 2996f(a)(2).

2. Appendix A of Part 1611 is revised to read as follows:

**APPENDIX A OF PART 1611.—LEGAL SERVICES CORPORATION 1995 POVERTY GUIDELINES\***

Size of family unit	All states but Alaska and Hawaii <sup>1</sup>	Alaska <sup>2</sup>	Hawaii <sup>3</sup>
1 .....	\$9,338	\$11,675	\$10,763
2 .....	12,538	15,675	14,438
3 .....	15,738	19,675	18,113
4 .....	18,938	23,675	21,788
5 .....	22,138	27,675	25,463
6 .....	25,338	31,675	29,138
7 .....	28,538	35,675	32,813
8 .....	31,738	39,675	36,488

\* The figures in this table represent 125% of the poverty guidelines by family size as determined by the Department of Health and Human Services.

<sup>1</sup> For family units with more than eight members, add \$3,200 for each additional member in a family.

<sup>2</sup> For family units with more than eight members, add \$4,000 for each additional member in a family.

<sup>3</sup> For family units with more than eight members, add \$3,675 for each additional member in a family.

**Victor M. Fortuno,**  
General Counsel.

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