

category, that have steel wing attachment assembly bolts and hardware:

Model	Serial numbers
34C	GP-1 through GP-50.
T-34C ..	GL-2 through GL-353.
T-34C-1.	GM-1 through GM-71 and GM-78 through GM-98.

Compliance: Within whichever of the following occurs later, unless already accomplished:

- Four years after airplane manufacture;
- Four years after installing a new wing attachment assembly; or
- Within the next 30 calendar days after the effective date of this AD.

To prevent the wing from separating from the fuselage because of failure of the wing attachment nut assembly, accomplish the following:

(a) Replace all eight steel wing attach bolts and hardware with Inconel bolts and hardware in accordance with the ACCOMPLISHMENT INSTRUCTIONS section in Beech Service Bulletin No. 2487, dated August 19 1993.

Note 1: Replacing all eight steel wing attach bolts and hardware with Inconel bolts and hardware as required by this AD eliminates the repetitive inspection requirements of AD 85-22-05, Amendment 39-5146, for the affected airplanes.

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

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(d) The replacements required by this AD shall be done in accordance with Beech Service Bulletin No. 2487, dated August 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 the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. 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.

(e) This amendment (39-9162) becomes effective on April 7, 1995.

Issued in Kansas City, Missouri, on February 14, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-4367 Filed 3-6-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-132-AD; Amendment 39-9156; AD 95-04-04]

Airworthiness Directives; British Aerospace Model Avro 146-RJ70A and -RJ85A Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain British Aerospace Model Avro 146-RJ70A and -RJ85A series airplanes, that requires an inspection to identify and remove certain cable terminals on the auxiliary power unit (APU) starter circuit and installation of certain new cable terminals. This amendment is prompted by a report that, during an inspection of the cable terminals on the APU starter circuit, incorrect cable terminals were found installed on these airplanes. The actions specified by this AD are intended to ensure the installation of correct starter cable terminals in the APU; incorrect cables could lead to the inability of the pilot to start the APU when needed in a situation of loss of other electrical power sources.

DATES: Effective April 6, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 6, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from British Aerospace Holdings, Inc., Avro International Aerospace Division, P.O. Box 16039, Dulles International Airport, Washington DC 20041-6039. 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: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1320.

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 British Aerospace Model Avro 146-RJ70A and -RJ85A series airplanes was published in the Federal Register on November 7, 1994 (59 FR 55383). That action proposed to require a detailed visual inspection to identify the cable terminals fitted to cables KA47 and KA48 on the APU starter circuit at terminal block KA9, removal of certain cable terminals, and installation of certain new cable terminals.

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

The commenter supports the proposed rule.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been added to this final rule to clarify this requirement.

The FAA has recently reviewed the figures it has used over the past several years in calculating the economic impact of AD activity. In order to account for various inflationary costs in the airline industry, the FAA has determined that it is necessary to increase the labor rate used in these calculations from \$55 per work hour to \$60 per work hour. The economic impact information, below, has been revised to reflect this increase in the specified hourly labor rate.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 3 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1.5 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$250 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,020, or \$340 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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 the following new airworthiness directive:

95-04-04 British Aerospace Regional Aircraft Limited, Avro International Aerospace Division (Formerly British Aerospace, PLC; British Aerospace Commercial Aircraft Limited): Amendment 39-9156. Docket 94-NM-132-AD.

Applicability: Model Avro 146-RJ70A and -RJ85A airplanes, as listed in Avro International Aerospace Service Bulletin 49-40, Revision 1, dated March 17, 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 (b) 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 loss of electrical power to the auxiliary power unit (APU), accomplish the following:

(a) Within 5 months after the effective date of this AD, perform a detailed visual inspection to identify the cable terminals fitted to cables KA47 and KA48 in the APU starter circuit at terminal block KA9, in accordance with Avro International Aerospace Service Bulletin S.B. 49-40, Revision 1, dated March 17, 1994. If the cable terminals are identified as part number (P/N) S1007-042, prior to further flight, remove the cable terminals and install new cable terminals having P/N S1006-040, in accordance with the service bulletin.

(b) 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

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

(d) The inspection, removal, and installation shall be done in accordance with Avro International Aerospace Service Bulletin S.B. 49-40, Revision 1, dated March 17, 1994, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1-	1-	Mar. 17, 1994.
2-4-	Original ...	Feb. 16, 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 British Aerospace Holdings, Inc., Avro International Aerospace Division, P.O. Box 16039, Dulles International Airport, Washington DC 20041-6039. 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.

(e) This amendment becomes effective on April 6, 1995.

Issued in Renton, Washington, on February 15, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-4255 Filed 3-6-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-CE-10-AD; Amendment 39-9161; AD 95-04-09]

Airworthiness Directives; Pilatus Britten-Norman BN2A, BN2B, and BN2T Islander Series and BN2A Mk III Trislander Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Pilatus Britten-Norman BN2A, BN2B, and BN2T Islander and BN2A Mk III Trislander series airplanes that are equipped with a nose wheel steering disconnect system with either a Modification NB/M/503 or Modification NB/M/733 nose undercarriage unit. This action requires repetitively inspecting the nose wheel steering drive ring for cracks, and replacing any cracked drive ring. A report of the rudder pedals jamming in the central position during takeoff on one of the affected airplanes prompted this action. The actions specified by this AD are intended to