(h) Itemized expenses incurred to date in the conversion process with an estimate as to future expenses;

(i) Management's discussion and analysis of the proposed conversion, including its economic advisability and how it will serve the needs of the members of the merging or converting credit union;

(j) Business and properties of the proposed institution—describe in detail the assets of the credit union and whether these assets will be transferred to the proposed institution and how the members will or will not benefit from the transfer;

(k) Description and comparison of the competition of the proposed institution and why the proposed institution believes it can effectively compete;

(l) In any transaction where the new or resulting institution is a stock institution, identify the principal owners of the proposed stock institution (those who will beneficially own directly or indirectly 1% or more of the common and preferred stock outstanding) starting with the largest common stockholder. Indicate by footnote if the price paid was for a consideration other than cash and the nature of any such consideration. Indicate the number of shares to be individually owned by officers, directors and key personnel of the new institution; and

(m) State in bold on the cover ''PLEASE READ THIS DISCLOSURE DOCUMENT. IT CONTAINS IMPORTANT INFORMATION ABOUT YOUR CREDIT UNION.''

(3) The Mail Ballot must:

(a) State at the top in bold letters using 12 point pitch or greater that ''THE ATTACHED DISCLOSURE STATEMENT MUST BE READ BEFORE VOTING ON THE PROPOSED (''CONVERSION'' or ''MERGER'', as appropriate)'';

(b) The issues for the member to vote on should be stated as follows:

Please vote for either (a) or (b) by checking the appropriate box.

(a) Approve the merger ☐

(b) Disapprove the merger ☐

(c) Advise the member of the right to terminate the mail ballot and attend and vote at the Special Meeting.

[FR Doc. 95–5593 Filed 3–7–95; 8:45 am]

BILLING CODE 7535–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–ANE–02; Amendment 39–9170; AD 95–05–03]

Airworthiness Directives; Hamilton Standard 14RF Series, 14SF Series, and Hamilton Standard/British Aerospace Model 6/5500/F Propellers

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Hamilton Standard 14RF series, 14SF series, and Hamilton Standard/British Aerospace 6/5500/F series propellers, that currently requires a one-time ultrasonic shear wave inspection for cracks in the propeller blade taper bore. This amendment requires initial and repetitive ultrasonic shear wave inspections, and a one-time visual and borescope inspection of the taper bore for corrosion as a terminating action to the ultrasonic shear wave inspections. This amendment is prompted by reports of two incidents where a portion of the propeller blade was lost in flight. The actions specified by this AD are intended to prevent loss of a propeller blade due to cracks initiating in the blade taper bore, that can result in possible aircraft damage, and possible loss of aircraft control.

DATES: Effective March 23, 1995.

The incorporation by reference of the following Hamilton Standard Alert Service Bulletins (ASB) was approved by the Director of the Federal Register as of May 2, 1994: ASB's No. 14RF–9–61–A66, No. 14RF–19–61–A34, No. 14RF–21–61–A53, No. 14SF–61–A73, and No. 6/5500/F–61–A27, all dated April 18, 1994.

The incorporation by reference of all other Hamilton Standard ASB's and Service Bulletins listed in this AD is approved by the Director of the Federal Register as of March 23, 1995.

Comments for inclusion in the Rules Docket must be received on or before May 8, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–ANE–02, 12 New England Executive Park, Burlington, MA 01803–5299.

The service information referenced in this AD may be obtained from Hamilton Standard, One Hamilton Road, Windsor Locks, CT 06096–1010; telephone (203) 654–3610. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Frank Walsh, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7158, fax (617) 238–7199.

SUPPLEMENTARY INFORMATION: On April 18, 1994, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 94–09–06, Amendment 39–8894 (59 FR 19127, April 22, 1994), applicable to Hamilton Standard 14RF series, 14SF series, and Hamilton Standard/British Aerospace 6/5500/F series propellers, to require an ultrasonic shear wave inspection of the blade taper bore for cracks, and replacement, if necessary, with a serviceable propeller blade. That action was prompted by reports of two incidents where a portion of the propeller blade was lost in flight. On March 13, 1994, an ATR–42 commuter aircraft experienced an inflight loss of the right propeller and a portion of the associated engine gearbox. Later that month, on March 30, 1994, an Embraer EMB–120 commuter aircraft also experienced an inflight loss of a portion of a propeller blade. This blade fractured at approximately the 19-inch station and the remainder of the propeller blade, propeller, and gearbox remained intact.

Subsequent metallurgical examination of these fractured blades revealed that the fracture initiated in a small cavity or pit that formed on the inner surface of the taper bore inside the aluminum blade spar. Further laboratory investigations revealed these corrosion pits may develop occasionally when chlorine residue present in the cork used to seal the inner taper bore combines with water in the presence of oxygen. That condition, if not corrected, could result in loss of a propeller blade due to cracks initiating in the blade taper bore, that can result in possible aircraft damage, and possible loss of aircraft control.

Since the issuance of that AD, the FAA has conducted engineering and laboratory investigation and analysis of world-wide inspection results received from AD 94–09–06. This data indicates that either periodic ultrasonic shear wave inspection of the propeller taper bore should be conducted every 1,250 flight cycles in service (CIS) in order to discover cracks that may initiate in pits, or a one-time visual and borescope inspection of the taper bore should be conducted after removing the propeller inner taper bore cork seal to insure that no corrosion has occurred.

The FAA has reviewed and approved the technical contents of the following Hamilton Standard Service Bulletins (SB's) and Alert Service Bulletins (ASB's):

ASB's No. 14RF–9–61–A66, No. 14RF–19–61–A34, No. 14RF–21–61–A53, No. 14SF–61–A73, and No. 6/5500/F–61–A27, all dated April 18, 1994, that describe procedures for ultrasonic shear wave inspections of the

blade taper bores for cracks. These ASB's are the same as those referenced in AD 94–09–06.

SB's No. 14RF–9–61–70, dated August 26, 1994; No. 14RF–19–61–37, dated August 29, 1994; No. 14RF–21–61–56, dated August 29, 1994; No. 14SF–61–75, dated August 29, 1994; and No. 6/5500/F–61–30, dated August 29, 1994. These SB's describe procedures to remove the propeller inner taper bore cork seal and inspect the inside surface of the taper bore for corrosion pits visually and by borescope. Blades found to be free of pits are marked and reidentified. Propeller blade maintenance logs shall also be annotated to show compliance with this AD. Blades found to have any corrosion pits during these inspections shall be removed from service prior to further flight and sent to an FAA-approved repair facility for disposition in accordance with the instructions of the appropriate SB.

ASB's No. 14SF–61–A74, Revision 1, dated October 5, 1994; No. 14RF–9–61–A69, Revision 1, dated October 5, 1994; No. 14RF–19–61–A36, Revision 1, dated October 5, 1994; No. 14RF–21–61–A55, Revision 1, dated October 5, 1994; and No. 6/5500/F–61–A29, dated August 29, 1994. These ASB's list the serial numbers of all blades with unpeened taper bores by model that require inspection. These ASB's present several options as to how to inspect the blade taper bores, and also give instructions to operators and repair facilities on how to report inspection data in order to show compliance with the AD.

Since an unsafe condition has been identified that is likely to exist or develop on other propellers of this same type design, this AD supersedes AD 94–09–06 to require initial and repetitive ultrasonic shear wave inspections and a one-time visual and borescope inspection of the taper bore for corrosion. Accomplishment of the visual and borescope inspection constitutes terminating action to the repetitive ultrasonic shear wave inspections. The actions are required to be accomplished in accordance with the SB's and ASB's described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 95–ANE–02.'' The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and 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 removing Amendment 39–8894, (59 FR 19127, April 22, 1994), and by adding a new airworthiness directive, Amendment 39–9170, to read as follows:

95–05–03 Hamilton Standard: Amendment 39–9170. Docket 95–ANE–02. Supersedes AD 94–09–06, Amendment 39–8894.

Applicability: Hamilton Standard Models 14RF–9, 14RF–19, 14RF–21, and 14SF–5, 14SF–7, 14SF–11, 14SFL11, 14SF–15, 14SF–17, 14SF–19, and 14SF–23; and Hamilton Standard/British Aerospace 6/5500/F propellers installed on but not limited to Embraer EMB–120 and EMB 120–RT; SAAB-SCANIA SF 340B; Aerospatiale ATR42–100, ATR42–300, ATR42–320, ATR72; DeHavilland DHC–8–100 series, DHC–8–300 Series; Construcciones Aeronauticas SA (CASA) CN–235 series and CN–235–100; Canadair CL–215T and CL–415; and British Aerospace ATP airplanes.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of a propeller blade due to cracks initiating in the blade taper bore, that can result in possible aircraft damage, and possible loss of aircraft control, accomplish the following:

(a) For propeller blades that have accumulated 1,750 or more flight cycles since ultrasonic shear wave inspection in accordance with AD 94–09–06, perform either paragraph (a) or (d) of this AD within 100 flight cycles of the effective date of this AD:

(1) Perform an ultrasonic shear wave inspection for cracks in the blade taper bore, in accordance with the procedures described in the following Hamilton Standard Alert Service Bulletins (ASB's), as applicable: No. 14RF–21–61–A53, dated April 18, 1994, and No. 14RF–21–61–A55, Revision 1, dated October 5, 1994; No. 14SF–61–A73, dated April 18, 1994, and No. 14SF–61–A74,

Revision 1, dated October 5, 1994; No. 14RF–19–61–A34, dated April 18, 1994, and No. 14RF–19–61–A36, Revision 1, dated October 5, 1994; No. 14RF–9–61–A66, dated April 18, 1994, and No. 14RF–9–61–A69, Revision 1, dated October 5, 1994; No. 6/5500/F–61–A27, dated April 18, 1994, and No. 6/5500/F–61–A29, dated August 29, 1994. Remove cracked propeller blades and replace with a serviceable blade prior to further flight.

(2) Thereafter, perform repetitive ultrasonic shear wave inspections at intervals not to exceed 1,250 CIS since last inspection in accordance with the applicable Hamilton Standard ASB's listed in paragraph (a)(1) of this airworthiness directive (AD). Remove cracked propeller blades and replace with a serviceable blade prior to further flight.

(3) No later than December 31, 1997, perform the visual and borescope inspection required by paragraph (d) of this AD.

(b) For propeller blades that have accumulated less than 1,750 flight cycles since ultrasonic shear wave inspection in accordance with AD 94–09–06, perform either paragraph (a) or (d) of this AD before accumulating 1,850 flight cycles since ultrasonic shear wave inspection in accordance with AD 94–09–06.

(c) For propeller blades that have not been inspected in accordance with AD 94–09–06, perform paragraphs (a)(1) or (d) of this AD prior to installing the blade in service and thereafter perform paragraph (a)(2) of this AD if applicable.

(d) Prior to December 31, 1997, remove and scrap the propeller inner taper bore cork seal and visually inspect the inside surface of the taper bore for corrosion pits in accordance with the applicable Hamilton Standard Service Bulletins (SB's): No. 14RF–9–61–70, dated August 26, 1994; No. 14RF–19–61–37, dated August 29, 1994; No. 14RF–21–61–56, dated August 29, 1994; No. 14SF–61–75, dated August 29, 1994; and No. 6/5500/F–61–30, dated August 29, 1994.

(1) For propeller blades found with any corrosion pits, remove from service prior to further flight and send the propeller blades to an FAA-approved repair facility for disposition in accordance with Hamilton Standard ASB's No. 14SF–61–A74, Revision 1, dated October 5, 1994; No. 14RF–9–61–A69, Revision 1, dated October 5, 1994; No. 14RF–19–61–A36, Revision 1, dated October 5, 1994; No. 14RF–21–61–A55, Revision 1, dated October 5, 1994; and No. 6/5500/F–61–A29, dated August 29, 1994; as applicable.

(2) For propeller blades found with no corrosion pits, mark the blade and return it to service in accordance with the Hamilton Standard SB's listed in paragraph (d) of this AD.

(3) Returning propeller blades to service in accordance with paragraph (d) of this AD constitutes terminating action to the repetitive ultrasonic shear wave inspections required by paragraph (a)(2) of this AD.

(e) For the purpose of this AD, a flight cycle is defined as one takeoff and the next landing of an aircraft.

(f) 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, Boston Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston Aircraft Certification Office.

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

(g) 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 aircraft to a location where the requirements of this AD can be accomplished.

(h) The requirements of this AD shall be done in accordance with the following Hamilton Standard ASB's and SB's:

Document No.	Pages	Revision	Date
ASB No. 14SF–61–A74 Total pages: 7.	1–7	1	October 5, 1994.
ASB No. 14SF–61–A73 Total pages: 19.	1–19	Original	April 18, 1994.
SB No. 14SF–61–75 Total pages: 17.	1–17	Original	August 29, 1994.
ASB No. 14RF–9–61–A69 Total pages: 6.	1–6	1	October 5, 1994.
ASB No. 14RF–9–61–A66 Total pages: 19.	1–19	Original	April 18, 1994.
SB No. 14RF–9–61–70 Total pages: 17.	1–17	Original	August 29, 1994.
ASB No. 14RF–19–61–A36 Total pages: 6.	1–6	1	October 5, 1994.
ASB No. 14RF–19–61–A34 Total pages: 19.	1–19	Original	April 18, 1994.
SB No. 14RF–19–61–37 Total pages: 17.	1–17	Original	August 29, 1994.
ASB No. 14RF–21–61–A55 Total pages: 6.	1–6	1	October 5, 1994.
ASB No. 14RF–21–61–A53 Total pages: 19.	1–19	Original	April 18, 1994.
SB No. 14RF–21–61–56 Total pages: 17.	1–17	Original	August 29, 1994.
ASB No. 6/5500/F–61–A29 Total pages: 5.	1–5	Original	August 29, 1994.
ASB No. 6/5500/F–61–A27 Total pages: 19.	1–19	Original	April 18, 1994.
SB No. 6/5500/F–61–30 Total pages: 17.	1–17	Original	August 29, 1994.

The incorporation by reference of the following Hamilton Standard ASB's was approved by the Director of the Federal Register as of May 2, 1994: ASB's No. 14RF–9–61–A66, No. 14RF–19–61–A34, No. 14RF–21–61–A53, No. 14SF–61–A73, and No. 6/5500/F–61–A27, all dated April 18, 1994. The incorporation by reference of all other Hamilton Standard ASB's and SB's listed in this AD 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 Hamilton Standard, One Hamilton Road, Windsor Locks, CT 06096–1010; telephone (203) 654–3610. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on March 23, 1995.

Issued in Burlington, Massachusetts, on February 28, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95–5483 Filed 3–7–95; 8:45 am]

BILLING CODE 4910–13–P

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94–NM–97–AD; Amendment 39–9157; AD 95–04–05]

Airworthiness Directives; Bombardier (Formerly Canadair) Model CL–600–2B19 (Regional Jet Series 100) Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Bombardier Model CL–600–2B19 (Regional Jet Series 100) series airplanes, that requires various modifications of the passenger doors. This amendment is prompted by reports that some passenger doors froze shut during flight and could not be opened after landing the airplane. The actions specified by this AD are intended to prevent the passenger doors from freezing shut, and consequently, prohibiting the passengers from exiting the airplane in the event of an emergency.

DATES: Effective April 7, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 7, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario, Canada M3K 1Y5. 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 FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Michele Maurer, Aerospace Engineer, Systems and Equipment Branch, ANE–173, FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256–7508; fax (516) 568–2716; telephone (516) 791–6427; fax (516) 791–9024.

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 Bombardier Model CL–600–2B19 (Regional Jet Series 100) series airplanes was published in the **Federal Register** on October 28, 1994 (59 FR 54136). That action proposed to require various modifications of the passenger doors.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

The final rule has been revised to reflect the manufacturer's corporate name change from Canadair to ''Bombardier, Inc.''

Additionally, 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 long-standing requirement.

After careful review of the available data 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 17 airplanes of U.S. registry will be affected by this AD, that it will take approximately 67 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 $10,945 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $254,405, or $14,965 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:

95–04–05 Bombardier, Inc. (Formerly Canadair): Amendment 39–9157. Docket 94–NM–97–AD.

Applicability: Model CL–600–2B19 (Regional Jet Series 100) series airplanes, serial numbers 7003 and subsequent, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been