

Replacement in the Cessna MEB93-10R1 ACCOMPLISHMENT INSTRUCTIONS supplement to Cessna Service Bulletin (SB) MEB93-10, Revision 1, Original Issue: December 3, 1993; Revision 1: March 31, 1995.

(2) Accomplish the installation test contained in paragraph 3. Installation Test Procedure in the Cessna MEB93-10R1 ACCOMPLISHMENT INSTRUCTIONS supplement to Cessna Service Bulletin (SB) MEB93-10, Revision 1, Original Issue: December 3, 1993; Revision 1: March 31, 1995. Accomplish the appropriate valve test thereafter at intervals not to exceed 600 hours TIS.

(d) If any fuel valve replacement is necessary and the replacement parts are not available, accomplish the following provided the parts have been ordered from the manufacturer and are installed within 25 hours TIS after availability:

(1) Incorporate the following into the Limitations Section of the Pilots Operating Handbook (POH) and FAA-approved Airplane Flight Manual (AFM):

(i) For the Model T303 airplanes: Unusable Fuel: Indicated fuel quantity below 36 pounds (6 gallons) in each main tank is unusable.

(ii) For the Models 402C, 404, 414A, and 421C airplanes: Unusable Fuel: Indicated fuel quantity below 90 pounds (15 gallons) in each main tank is unusable.

(iii) For the Model 404 airplanes: Fuel Quantity: Minimum indicated fuel quantity for takeoff is 228 pounds (38 gallons) in each main tank.

(iv) For the Models 402C, 414A, and 421C airplanes: Fuel Quantity: Minimum indicated fuel quantity for takeoff is 210 pounds (35 gallons) in each main tank.

(2) Fabricate placards, as applicable, with the following words in letters at least 0.10-inch in height and install these placards within the pilot's clear view on the instrument panel in close proximity to the fuel quantity gage:

(i) For Models 402C, 404, 414A, and 421C airplanes: "UNUSABLE FUEL—INDICATED FUEL QUANTITY BELOW 90 POUNDS (15 GALLONS) IN EACH MAIN TANK IS UNUSABLE".

(ii) For Model T303 airplanes: "UNUSABLE FUEL—INDICATED FUEL QUANTITY BELOW 36 POUNDS (6 GALLONS) IN EACH MAIN TANK IS UNUSABLE".

(3) For the Model 404 airplanes, fabricate four placards with the following in letters at least 0.10-inch in height: "157 GAL". Install these placards covering the four existing "172 GAL" markings on the existing placard around the engine fuel selector handles.

(4) For the Models 402C, 414A, and 421C airplanes, fabricate four placards with the following in letters at least 0.10-inch in height: "88 GAL". Install these placards covering the four existing "103 GAL" markings on the existing placard around the engine fuel selector handles.

(5) For the Model T303 airplanes, fabricate the following placards in letters at least 0.10-inch in height:

(i) "423 LBS" (2 placards). Install these placards covering the two existing "459 LBS"

markings on the existing placard around the engine fuel selector handles.

(ii) "363 LBS" (1 placard). Install this placard covering the existing "399 LBS" marking on the existing placard around the engine fuel selector handles.

(6) For all affected Model airplanes, fabricate a placard with the following words in letters at least 0.10-inch in height and install this placard within the pilot's clear view on the instrument panel: "ROLLING, TURNING TAKEOFFS ARE PROHIBITED."

Note 3: The placard requirements may already be accomplished in accordance with either superseded AD 92-27-20 or AD 93-05-03 (superseded by this action). These placard requirements are eliminated upon installation of the improved fuel valves as required by this AD.

Note 4: The repetitive functional or installation test is not required if parts are not available and the requirements of paragraph (d) of this AD (including all subparagraphs) are complied with.

(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) 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, Manager, Wichita 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 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(g) The installation, replacement, and tests required by this AD shall be done in accordance with the Cessna MEB93-10R1 ACCOMPLISHMENT INSTRUCTIONS supplement to Cessna Service Bulletin (SB) MEB93-10, Revision 1, Original Issue: December 3, 1993; Revision 1: March 31, 1995. 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 Cessna Aircraft Company, P.O. Box 7704, Wichita, Kansas 67277. 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 (39-9217) supersedes AD 93-05-03, Amendment 39-8508.

(i) This amendment (39-9217) becomes effective on June 14, 1995.

Issued in Kansas City, Missouri, on April 26, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-10833 Filed 5-5-95; 8:45 am]

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14 CFR Part 39

[Docket No. 94-CE-17-AD; Amendment 39-9215; AD 95-09-11]

Airworthiness Directives; Schempp-Hirth Cirrus and Cirrus VTC Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Schempp-Hirth Cirrus and Cirrus VTC sailplanes. This action requires modifying the airbrake actuating lever and replacing the airbrake system coupling balls. Reports of the coupling balls on the airbrake actuating lever breaking at the threaded end on several of the affected sailplanes prompted this action. The actions specified by this AD are intended to prevent airbrake system failure caused by the above condition, which, if not detected and corrected, could result in sailplane controllability problems.

DATES: Effective June 9, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 9, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from Schempp-Hirth Flugzeugbau GmbH, Kребenstr. 25, D-7312 Kirchheim/Teck, Germany. 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. Herman C. Belderok, Project Officer, Sailplanes, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

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 Schempp-Hirth Cirrus and Cirrus VTC sailplanes was published in the **Federal Register** on December 20, 1994 (59 FR 65520). The action proposed modifying the airbrake actuating lever and replacing the airbrake system coupling balls. Accomplishment of the proposed actions would be in accordance with Schempp-Hirth Technical Note 265-10, dated November 5, 1992.

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 related to the subject presented above, 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 and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 21 sailplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per sailplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$25 per sailplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,785. This figure is based on the assumption that no affected sailplane owner/operator has accomplished the required modification. The FAA believes that several of the 21 affected sailplane owners/operators have already accomplished the required modification, thereby reducing the cost impact upon the public.

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 adding a new AD to read as follows:

95-09-11 Schempp-Hirth: Amendment 39-9215; Docket No. 94-CE-17-AD.

Applicability: Cirrus and Cirrus VTC Sailplanes, all serial numbers, certificated in any category.

Note 1: This AD applies to each sailplane 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 sailplanes 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 (c) of this AD 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 sailplane from the applicability of this AD.

Compliance: Required upon the accumulation of 500 hours time-in-service (TIS) or within the next 20 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished.

To prevent airbrake system failure caused by broken coupling balls on the airbrake actuating lever, which, if not detected and corrected, could result in sailplane controllability problems, accomplish the following:

(a) Modify the airbrake actuating lever and replace the airbrake system coupling balls (located on the actuating lever) in accordance with the instructions in Schempp-Hirth Technical Note No. 265-10, dated November 5, 1992.

(b) 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 sailplane 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, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

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

(d) The modification required by this AD shall be done in accordance with Schempp-Hirth Technical Note No. 265-10, dated November 5, 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 Schempp-Hirth Flugzeugbau GmbH, Krehenstr. 25, D-7312 Kirchheim/Teck, Germany. 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 (39-9215) becomes effective on June 9, 1995.

Issued in Kansas City, Missouri, on April 26, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 91-CE-40-AD; Amendment 39-9216; AD 95-09-12]

Airworthiness Directives; Alexander Schleicher Models ASW-12, ASW-15, ASW-15B, and ASW-17 Gliders

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 88-11-05, which currently requires repetitively inspecting the wing spar of Alexander Schleicher Models ASW-15 and ASW-15B gliders for wood rot, and replacing any wing spar where wood rot is found. Alexander Schleicher Models ASW-12 and ASW-17 gliders are of a similar type design to Models ASW-15 and ASW-15B gliders, and the Federal Aviation Administration (FAA), in working with the Civil Aviation Authority of Germany, has decided that the actions referenced in AD 88-11-05 should also apply to Models ASW-12 and ASW-17 gliders. The actions specified by this AD are intended to prevent failure of the wing spar caused