

production will be used to determine the amount of production to count. Preliminary mill estimates will not be used.

(d) Harvested sugarcane may be adjusted for low quality if it is damaged by one or more freezes occurring within the insurance period to the extent that it cannot be processed for sugar by the boiling house operation. The amount of production to count for such sugarcane will be determined by dividing the dollar value of the damaged production by the local market price per pound for raw sugar. The prices used for this adjustment will be determined on the earlier of the date such quality-adjusted production is sold or the date of final inspection for the unit.

Done in Washington, DC, on May 3, 1995.

Kenneth D. Ackerman,
Manager, Federal Crop Insurance
Corporation.

[FR Doc. 95-11780 Filed 5-11-95; 8:45 am]

BILLING CODE 3410-08-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 93-NM-56-AD; Amendment 39-9220; AD 95-10-03]

Airworthiness Directives; Airbus Industrie Model A300, A300-600, and A310 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Industrie Model A300, A300-600, and A310 series airplanes, that requires inspections to detect cracks in the lower spar axis of the pylon between ribs 9 and 10, and repair, if necessary. This amendment is prompted by a report indicating that fatigue cracks have been found on the lower spar of the pylon. The actions specified by this AD are intended to prevent such fatigue cracking, which could result in reduced structural integrity of the lower spar of the pylon.

DATES: Effective June 12, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 12, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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: Stephen Slotte, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; 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 Airbus Industrie Model A300, A300-600, and A310 series airplanes was published in the **Federal Register** on December 6, 1993 (58 FR 64200). That action proposed to require repetitive internal eddy current inspections to detect cracks in the lower spar axis of the pylon between ribs 9 and 10, and repair, if necessary.

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

Both commenters support the proposed rule.

Since the issuance of the proposed rule, Airbus Industrie issued Revision 1, dated October 15, 1993, of the service bulletins cited in the proposal: Service Bulletin No.'s A300-54-071 (for Model A300 series airplanes), A300-54-6011 (for Model A300-600 series airplanes), and A310-54-2016 (for Model A310 series airplanes). Revision 1 of these service bulletins incorporates certain kit and technical information and revises the work hour estimate associated with repair of the lower spar. The FAA has revised the final rule to reference these latest service bulletin revisions as additional sources of service information for accomplishment of certain actions required by this AD. In addition, the FAA has revised the applicability of the final rule to specify that the AD applies to those airplanes listed in Revision 1 of the service bulletins. (This change adds no new airplanes to those specified originally in the applicability of the proposed rule.)

The service bulletin citation contained in paragraph (b) of the final rule has been revised to correct a typographical error. The correct date of the original issue of Airbus Industrie Service Bulletin No. A300-54-6011 is November 12, 1991 (rather than November 12, 1992, as indicated in the proposal).

Since the issuance of the proposed rule, Airbus Industrie also has issued Service Bulletins A300-54-0079 (for Model A300 series airplanes); A300-54-6019 (for Model A300-600 series airplanes); and A310-54-2022 (for Model A310 series airplanes); all dated October 15, 1993. These service bulletins describe procedures for modification of the lower spar between ribs 9 and 10. This modification involves installation of an outer doubler on the undamaged structure of the lower spars between ribs 9 and 10. For Model A300 and A310 series airplanes, accomplishment of the modification eliminates the need for the internal eddy current inspections specified in the Airbus service bulletins previously described (and proposed in the notice). For Model A300-600 series airplanes, accomplishment of the modification reduces the probability of cracking in the lower spar of the pylon and, thereby, allows an extension of the initial inspection threshold and interval for accomplishing the internal eddy current inspections. The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, issued French airworthiness directive 92-049-130(B)R2, dated March 2, 1994, to reference these service bulletins.

Accordingly, the FAA has revised this final rule to provide operators with the option of accomplishing the modification of the lower spar as terminating action for the repetitive eddy current inspections of Model A300 and A310 series airplanes. The FAA also has revised this final rule to extend the inspection threshold and repetitive inspection intervals of Model A300-600 series airplanes on which the modification of the lower spar is accomplished.

Additionally, the FAA revised the economic impact information, below, to specify the costs associated with modifying the lower spar, should an operator elect to do so. Further, 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.

Subsequent to the issuance of the notice, the FAA discovered that reference to Model A300 B2-203 series airplanes was omitted inadvertently from paragraph (a) of the proposed rule. This airplane model is not operated

currently by U.S. operators and, therefore, is not affected directly by this AD action. However, the FAA considers that revising paragraph (a) of the rule to include Model A300 B2-203 series airplanes is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

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, 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 57 airplanes of U.S. registry will be affected by this AD, that it will take approximately 4 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$13,680, or \$240 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.

Should an operator elect to accomplish the optional terminating action that would be provided by this AD action, it will take approximately 104 work hours to accomplish it, at an average labor rate of \$60 per work hour. The cost of required parts will be approximately \$1,500 per airplane. Based on these figures, the total cost impact of the optional terminating

action is estimated to be \$7,740 per airplane.

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:

95-10-03 Airbus Industrie: Amendment 39-9220. Docket 93-NM-56-AD.

Applicability: Model A300, A300-600, and A310 series airplanes; as listed in Revision 1 of Airbus Industrie Service Bulletin No.'s A300-54-071, A300-54-6011, and A310-54-2016, all dated October 15, 1993; 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 reduced structural integrity of the lower spar of the pylon, accomplish the following:

(a) For Model A300 B4-2C, B2K-3C, B2-203, B4-103, and B4-203 series airplanes: Prior to the accumulation of 9,000 total landings, or within 500 landings after the effective date of this AD, whichever occurs later, perform an internal eddy current inspection to detect cracks in the lower spar axis of the pylon between ribs 9 and 10, in accordance with Airbus Industrie Service Bulletin No. A300-54-071, dated November 12, 1991; or Revision 1, dated October 15, 1993.

(1) If no crack is found, repeat the inspection thereafter at intervals not to exceed 2,500 landings.

(2) If any crack is found that is less than or equal to 30 mm: Perform subsequent inspections and repair in accordance with the methods and times specified in the service bulletin.

(3) If any crack is found that is greater than 30 mm, but less than 100 mm: Prior to the accumulation of 250 landings after crack discovery, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(4) If any crack is found that is greater than or equal to 100 mm: Prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(5) Accomplishment of the modification specified in Airbus Industrie Service Bulletin No. A300-54-0079, dated October 15, 1993, constitutes terminating action for the inspections required by paragraph (a) of this AD.

(b) For Model A300-600 B4-620, C4-620, -622R, and -622 series airplanes: Except as provided by paragraph (b)(5) of this AD, prior to the accumulation of 4,000 total landings, or within 500 landings after the effective date of this AD, whichever occurs later, perform an internal eddy current inspection to detect cracks in the lower spar axis of the pylon between ribs 9 and 10, in accordance with Airbus Industrie Service Bulletin No. A300-54-6011, dated November 12, 1991, as amended by Service Bulletin Change Notice O.A., dated July 10, 1992; or Revision 1, dated October 15, 1993.

(1) If no crack is found, repeat the inspection thereafter at intervals not to exceed 2,500 landings.

(2) If any crack is found that is less than or equal to 30 mm: Perform subsequent inspections and repair in accordance with the methods and times specified in the service bulletin.

(3) If any crack is found that is greater than 30 mm, but less than 100 mm: Prior to the accumulation of 250 landings after crack discovery, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(4) If any crack is found that is greater than or equal to 100 mm: Prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(5) Accomplishment of the modification specified in Airbus Industrie Service Bulletin No. A300-54-6019, dated October 15, 1993, increases the threshold and repetitive interval of the inspections required by paragraph (b) of this AD to the threshold and interval specified in paragraph 2.D. of the Accomplishment Instructions of Airbus Industrie Service Bulletin No. A300-54-6011, Revision 1, dated October 15, 1993.

(c) For Model A310-221, -222, -322, -324, and -325 series airplanes: Prior to the accumulation of 25,000 total landings, or within 500 landings after the effective date of

this AD, whichever occurs later, perform an internal eddy current inspection to detect cracks in the lower spar axis of the pylon between ribs 9 and 10, in accordance with Airbus Industrie Service Bulletin No. A310-54-2016, dated November 12, 1991; or Revision 1, dated October 15, 1993.

(1) If no crack is found, repeat the inspection thereafter at intervals not to exceed 2,500 landings.

(2) If any crack is found that is less than or equal to 30 mm: Perform subsequent inspections and repair in accordance with the methods and times specified in the service bulletin.

(3) If any crack is found that is greater than 30 mm, but less than 100 mm: Prior to the accumulation of 250 landings after crack discovery, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(4) If any crack is found that is greater than or equal to 100 mm: Prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(5) Accomplishment of the modification specified in Airbus Industrie Service Bulletin No. A310-54-2022, dated October 15, 1993, constitutes terminating action for the

inspections required by paragraph (c) of this AD.

(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. 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.

(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 actions shall be done in accordance with the following Airbus Industrie 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
A300-54-071, November 12, 1991	1-19	Original	November 12, 1991.
A300-54-071, Revision 1, October 15, 1993	1-20	1	October 15, 1993.
A300-54-0079, October 15, 1993	1-16	Original	October 15, 1993.
A300-54-6011, November 12, 1991	1-17	Original	November 12, 1991.
Service Bulletin Change Notice O.A., A300-54-6011, July 10, 1992.	(This document is not numbered).	Original	July 10, 1992.
A300-54-6011, Revision 1, October 15, 1993	1-10, 12-19	1	October 15, 1993.
	11	Original	November 12, 1991.
A300-54-6019, October 15, 1993	1-11	Original	October 15, 1993.
A310-54-2016, November 12, 1991	1-17	Original	November 12, 1991.
A310-54-2016, Revision 1, October 15, 1993	1-10, 12, 17	1	October 15, 1993.
	11, 13-16	Original	November 12, 1991.
A310-54-2022, October 15, 1993	1-11	Original	October 15, 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, 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 June 12, 1995.

Issued in Renton, Washington, on April 28, 1995.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-10986 Filed 5-11-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-198-AD; Amendment 39-9222; AD 95-10-05]

Airworthiness Directives; Boeing Model 737-300, -400, and -500 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737-300, -400, and -500 series airplanes, that requires replacement of the horizontal stabilizer trim electric actuator. This amendment is prompted by reports of a binding condition in the clutch disk in the horizontal stabilizer trim electric actuator. The actions specified by this AD are intended to prevent reduced controllability of the

airplane due to binding of a clutch disk in the horizontal stabilizer trim electric actuator.

DATES: Effective June 12, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 12, 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: Kenneth W. Frey, Aerospace Engineer, Systems and Equipment Branch, ANM-