

(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-

132S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2673; fax (206) 227-1181.

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 Boeing Model 737-300, -400, and -500 series airplanes was published in the **Federal Register** on November 22, 1994 (59 FR 60095). That action proposed to require replacement of the horizontal stabilizer trim electric actuator.

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

One commenter requests that the proposed compliance time of 12 months for replacement of the actuator be extended to 18 months. The commenter states that timely accomplishment of the replacement is dependent upon the ability of BFGoodrich to quickly rework and return a fixed number of rotatable actuator units. BFGoodrich has indicated that "loaner units" are not available, and that the initial retrofit/production units of the newer configuration will not be available to affected operators in time to allow replacement within the proposed compliance interval. Consequently, retrofit cannot be easily accelerated unless more rotatable units are made available.

The FAA does not concur with the commenter's request to extend the compliance time for replacement. The FAA has been advised by Boeing that 75 loaner units have been made available to operators since the end of March 1995. These units are being manufactured to support the compliance time of this AD. (Boeing has advised that operators should contact Boeing Customer Service to arrange for delivery of loaner units.) In addition, the FAA has been advised that some operators have several spare units in-house which can be used as rotatable units during the compliance period for the modification. In consideration of these factors, the FAA has determined that an extension of the compliance time is not warranted.

Two commenters request that the compliance time of proposed paragraph (b) be revised to allow installation of the unmodified actuators (having part number 10-62033-3) for a longer period of time after the effective date of the final rule. One of these commenters states that the inability to obtain spare

units will be most severe in the early stages of the proposed retrofit; without more time to provide for spare modified units in the fleet, there is a high likelihood that airplanes could be grounded due to lack of airworthy parts. The other commenter states that the current operational procedures provide background information on stabilizer trim coasting, and that the current runaway stabilizer procedures in the Abnormal Procedures section of the Airplane Flight Manual effectively inhibit and limit an out-of-trim condition. In light of this, the commenter considers that the safety of flight would not be compromised by extending the compliance period by an additional 6 months.

The FAA concurs with the commenters' request. Although, as explained above, the FAA is confident that enough modified units will be available to all affected operators for replacement within the 12-month compliance time, there is a possibility that a modified unit may not be available, for example, in a situation where replacement is necessary and the airplane is in a remote location. For this reason, and the fact that adequate operational procedures are currently available to address potential out-of-trim conditions, the FAA considers that allowing unmodified units to be installed for a period up to 6 months after the effective date of the rule will not adversely affect safety. Such an extension also will ensure that no affected airplane will be grounded unnecessarily due to the unavailability of required parts. Accordingly, paragraph (b) of the final rule has been revised to allow installation of unmodified parts for 6 months after the effective date.

One commenter requests that issuance of the final rule be delayed until a new electric motor assembly and accompanying service document is developed and available from the airframe manufacturer. This commenter states that the planned new assembly will do the tasks of the autopilot stabilizer trim servo and the stabilizer trim electric actuator; the motor does not incorporate directional clutches.

The FAA does not concur with the commenter's request to delay the rule. Delaying this action until after the release of the manufacturer's planned modification and service document is unwarranted, since parts are available at this time to address the unsafe condition within the compliance interval. However, the FAA may consider additional rulemaking once the new modification is developed, approved, and available.

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.

There are approximately 1,448 Model 737-300, -400, and -500 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 590 airplanes of U.S. registry will be affected by this proposed AD. Accomplishment of the required replacement of the stabilizer trim actuator will take approximately 4 work hours per airplane, at an average labor rate of \$60 per work hour. The cost of required parts is approximately \$600 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$495,600, or \$840 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:

95-10-05 Boeing: Amendment 39-9222. Docket 94-NM-198-AD.

Applicability: Model 737-300, -400, and -500 series airplanes; as listed in Boeing Alert Service Bulletin 737-27A1191, Revision 1, dated November 3, 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 (c) 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 controllability of the airplane, accomplish the following:

(a) Within 12 months after the effective date of this AD, replace the horizontal stabilizer trim electric actuator having part number 10-62033-3 with one that has been modified and re-identified as P/N 10-62033-4, in accordance with Boeing Alert Service Bulletin 737-27A1191, Revision 1, dated November 3, 1994.

(b) As of a date 6 months after the effective date of this AD, no person shall install a horizontal stabilizer trim electric actuator having part number 10-62033-3 on any airplane.

(c) 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, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

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

(d) 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.

(e) The replacement shall be done in accordance with Boeing Alert Service Bulletin 737-27A1191, Revision 1, dated November 3, 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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.

(f) This amendment becomes effective on June 12, 1995.

Issued in Renton, Washington, on May 3, 1995.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 94-NM-239-AD; Amendment 39-9223; AD 95-10-06]

Airworthiness Directives; Bombardier Model CL-600-1A11 (CL-600), -2A12 (CL-601), -2B16 (CL-601-3A, -3R), and -2B19 (Regional Jet Series 100) Series Airplanes, Equipped with Sundstrand Air Driven Generator (ADG) Uplock Assembly

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Bombardier Model CL-600-1A11, -2A12, -2B16, and -2B19 series airplanes, that requires an inspection to verify the proper operation of the uplock latch of the air driven generator (ADG), and replacement of the uplock latch with a serviceable part, if necessary. This amendment also requires replacing the uplock assembly with a modified uplock assembly, and performing a rigging inspection. This amendment is prompted by a report indicating that, upon operation of the manual release system, the ADG did not

deploy due to failure of the shaft pin. The actions specified by this AD are intended to prevent failure of the shaft pin, which could lead to the inability of the pilot to manually deploy the ADG when necessary (i.e., when an airplane's primary electrical power sources are lost and the ADG fails to deploy automatically).

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 Bombardier, Inc., Canadair Aerospace Group, P.O. Box 6087, Station Centre-ville, Quebec H3C 3G9, Canada. 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: Wing Chan, Electronics 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) 256-7511; fax (516) 568-2716.

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-600-1A11, -2A12, -2B16, and -2B19 series airplanes was published in the **Federal Register** on February 17, 1995 (60 FR 9302). That action proposed to require a one-time inspection to verify the proper operation of the uplock latch of the air driven generator (ADG), and replacement of the uplock latch with a serviceable part if the uplock latch cannot be activated. That action also proposed to require replacing the uplock assembly with a modified uplock assembly, and performing a rigging inspection.

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.