

To prevent failure of the vertical stabilizer as a result of cracks, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Inspect the vertical stabilizer for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART I—INSPECTION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(b) If damage or cracks are found within the limits of Figures 1 and 2 of the service information referenced above, prior to further flight, modify the vertical stabilizer in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II—MODIFICATION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(c) If damage or cracks are found outside the limits referenced in Figures 1 and 2 of the service information referenced above or if cracks intersect, prior to further flight, replace the damaged parts with new parts in accordance with the applicable maintenance manual instructions. The requirements of this AD still apply when the damaged parts are replaced, unless the stabilizer is modified as specified in paragraph (b) of this AD.

(d) If no cracks are found, accomplish one of the following:

(1) Reinspect at intervals not to exceed 500 hours TIS, and modify any damaged or cracked vertical stabilizer as specified in paragraphs (b) and (c) of this AD; or

(2) Prior to further flight, modify the vertical stabilizer in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II—MODIFICATION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(e) 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.

(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, Seattle Aircraft Certification Office (ACO), FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055-4056. The request shall be forwarded through an appropriate FAA 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.

(g) The inspections and modification required by this AD shall be done in accordance with Twin Commander Service Bulletin 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively. 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 Twin Commander Aircraft Corporation, 19003 59th Drive, NE., Arlington, Washington 98223. 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 (39-9283) becomes effective on July 22, 1995.

Issued in Kansas City, Missouri, on June 13, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-15013 Filed 6-22-95; 8:45 am]

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14 CFR Part 39

[Docket No. 94-CE-24-AD; Amendment 39-9284; AD 95-13-03]

Airworthiness Directives; Beech Aircraft Corporation Model F90, and 99, 100, and 200 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Beech Aircraft Corporation (Beech) Model F90, and 99, 100, and 200 series airplanes. This action requires installing a circuit breaker that will open before the landing gear power system motor is damaged to the point of restricting operation of the manual landing gear extension system. An incident where excessive current flow caused the electrical landing gear motor and wiring to catch fire on a Beech Model 200 airplane prompted this action. The actions specified by this AD are intended to prevent excessive current flow through the electrical landing gear motor, which could cause an airplane fire.

DATES: Effective July 28, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 28, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. 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. Dale A. Vassalli, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone (316) 946-4132; facsimile (316) 946-4407.

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 certain Beech Model F90, and 99, 100, and 200 series airplanes was published in the **Federal Register** on December 30, 1994 (59 FR 67656). The action proposed to require installing a circuit breaker that will open before the landing gear power system motor is damaged to the point of restricting operation of the manual landing gear extension system. Accomplishment of the proposed action would be in accordance with Beech Service Bulletin (SB) No. 2035, Issued: February 1985; Revised August 1990; and the instructions to the following Landing Gear Motor Circuit Breaker Installation Kits (as applicable): 101-3069-1 S, 101-3069-3 S, 101-3069-5 S, and 101-3133-1 S.

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.

Since issuance of the proposal, Beech has revised SB No. 2035 to the Revision III level (Issued: February 1985; Revised: April 1995). This revision adds reference to Kit No. 101-3069-7 S for the Model A200C airplanes, serial numbers BJ-1 through BJ-66, and incorporates minor editorial corrections. The FAA has determined that Beech Kit No. 101-3069-7 S should be added to the final rule AD, as well as reference to Beech SB 2035, Revision III, Issued: February 1985; Revised: April 1995.

After careful review of all available information, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for the addition of the installation kit described above, reference to the revised service bulletin, and minor editorial corrections. The FAA has determined that the additions and minor editorial 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 2,297 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 6 workhours (varies between 2 to 6 workhours depending on the airplane model) per airplane to accomplish the required action, and that

the average labor rate is approximately \$60 an hour. The cost for parts varies by airplane model; however, for the purposes of this AD, \$1,000 is utilized. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$3,123,920. This figure is based on the assumption that no U.S. operator of the affected airplanes has accomplished the proposed installation.

Beech has informed the FAA that approximately 2,100 installation kits have been sold. Assuming that each of these kits is installed on one of the affected airplanes, the cost impact of this action on U.S. operators is reduced by \$2,856,000 from \$3,123,920 to \$267,920.

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:

95-13-03 Beech Aircraft Corporation: Amendment 39-9284; Docket No. 94-CE-24-AD.

Applicability: The following airplane models and serial numbers, certificated in any category:

Models	Serial numbers
F90	LA-2 through LA-225 equipped with mechanical landing gear.
99, 99A, A99A, and B99.	U-1 through U-49 equipped with mechanical landing gear and U-51 through U-164 equipped with mechanical landing gear.
100 and A100	B-1 through B-94 and B-100 through B-247.
B100	BE-2 through BE-137.
200 and B200	BB-2, BB-6 through BB-1157, BB-1159 through BB-1166, and BB-1168 through BB-1192.
200C and B200C 200T and B200T 200CT and B200CT.	BL-1 through BL-72. BT-1 through BT-30. BN-1 through BN-4.
A100 (U-12F)	B-95 through B-99.
A100-1 (U-21J) . A200 (C-12A/C) .	BB-3, BB-4, and BB-5. BC-1 through BC-75 and BD-1 through BD-30.
A200C (UC-12B) A200CT (C-12D)	BJ-1 through BJ-66. BP-1, BP-22, and BP-24 through BP-45. BP-7 through BP-11.
A200CT (FWC-12D). A200CT (RC-12D). A200CT (RC-12G). A200CT (RC-12H).	GR-1 through GR-13. FC-1, FC-2, and FC-3. GR-14 through GR-19.

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) 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 airplane from the applicability of this AD.

Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent excessive current flow through the electrical landing gear motor, which

could result in an airplane fire, accomplish the following:

(a) Install a circuit breaker that will open before the landing gear power system motor is damaged to the point of restricting operation of the manual landing gear extension system by accomplishing the following:

(1) Prepare the airplane by completing the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin No. 2035, Revision III: Issued: February 1985; Revised: April 1995.

(2) Incorporate one of the following Landing Gear Motor Circuit Breaker Installation Kits, as applicable, in accordance with the instructions provided with the kits:

(i) 101-3069-1 S for Models 200, B200, 200C, B200C, 200T, B200T, 200CT, B200CT, A200 (C-12A/C), and A200C (UC-12B);
(ii) 101-3069-3 S for Models 100, A100, B100, and A100-1 (U-21J);
(iii) 101-3069-5 S for Models F90, 99, 99A, A99A, and B99;
(iv) 101-3069-7 S for Model A200C (UC-12B); and

(v) 101-3133-1 S for Models A200 (C-12A/C), A200CT (C-12D), A200CT (FWC-12D), A200CT (RC-12D), A200CT (RC-12G), and A200CT (RC-12H).

(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 installation required by this AD shall be done in accordance with the instructions to Landing Gear Motor Circuit Breaker Installation Kits 101-3069-1 S, 101-3069-3 S, 101-3069-5 S, 101-3069-7 S, or 101-3133-1 S, as referenced in Beech Service Bulletin No. 2035, Revision III: Issued: February 1985; Revised: April 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 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 (39-9284) becomes effective on July 28, 1995. Issued in Kansas City, Missouri, on June 13, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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NATIONAL LABOR RELATIONS BOARD

29 CFR Parts 100 and 102

Miscellaneous Amendments

AGENCY: National Labor Relations Board (NLRB).

ACTION: Miscellaneous amendment rule.

SUMMARY: The National Labor Relations Board is issuing a miscellaneous amendments rule to its administrative regulations to update cross-references and to change the NLRB's headquarters address.

EFFECTIVE DATE: The miscellaneous amendments are effective June 23, 1995.

FOR FURTHER INFORMATION CONTACT: Gloria Joseph, Director of Administration, National Labor Relations Board, Room 7108, 1099 14th Street NW, Washington, DC 20570-0001. (202-273-3890).

SUPPLEMENTARY INFORMATION: On July 21, 1994, the National Labor Relations Board amended its administrative regulations (59 FR 37157) governing the standards of conduct and financial disclosure requirements of its employees of the Agency. Most of those regulations had been superseded by the Standards of Ethical Conduct for Employees of the Executive Branch issued by the Office of Government (OGE). The NLRB published the rule to repeal those portions of the provisions that were superseded by the executive branch-wide standards and to update cross-references in the current regulations that continued to be applicable. Again, on May 5, 1995, the NLRB published a rule to correct amendatory instructions 4, and 5, and amendatory instruction 10. (59 FR 37158) of the July 21, 1994 amending rule (60 FR 22269). This miscellaneous amendments rule is being published to update cross-references, and change the NLRB's headquarters address in some sections from its former address of 1717 Pennsylvania Avenue NW to its current address of 1099 14th Street NW.

List of Subjects in 29 CFR Parts 100 and 102

Administrative practice and procedure; Civil rights; Claims; Equal

employment opportunity; Individuals with disabilities.

Parts 100 and 102 of Title 29 CFR are amended as follows:

PART 100—ADMINISTRATIVE REGULATIONS

1. The authority citation for part 100 is revised to read as follows:

Authority: Sec. 6, National Labor Relations Act, as amended (29 U.S.C. 141, 146).

Subpart A is also issued under 5 U.S.C. 7301; 5 U.S.C. app. (Ethics in Government Act of 1978); E.O. 12674, 3 CFR 1989 Comp., 215, as modified by E.O. 12731, 3 CFR 1990 Comp., p. 306; 5 CFR 2635.105, 2635.403, 2635.802(a), 2635.803; 18 U.S.C. 201 *et seq.*; 18 U.S.C. 208; 57 FR 56433 (codified at 5 CFR 735).

Subpart B is also issued under the Inspector General Act of 1978, as amended by the Inspector General Act Amendment of 1988, 5 U.S.C. app. 3; 18 U.S.C. 201 *et seq.*; 5 CFR 735; 42 U.S.C. 2000e-16(a); 29 CFR 1613.2049a) and 29 CFR 1613.216.

Subpart D is also issued under 28 U.S.C. 2672; 28 CFR part 14.

Subpart E is also issued under 29 U.S.C. 794.

§ 100.502 [Amended]

2. In § 100.502, reference “(§§ 100.601–100.670)” is revised to read “(§§ 100.501–100.570)”.

§ 100.503 [Amended]

3. In § 100.503, in the definition of “qualified individual with handicaps”, in paragraph (4), the reference “§ 100.640” is revised to read “§ 100.540”.

§ 100.549 [Amended]

4. In § 100.549, reference “§ 100.150” is revised to read “§ 100.550”.

§ 100.550 [Amended]

5. In § 100.550(a)(3) and (b)(2), reference “§ 100.650(a)” is revised to read “§ 100.550(a)”.

§ 100.560 [Amended]

6. In § 100.560(d) reference “§ 100.160” is revised to read “§ 100.560”.

PART 102—RULES AND REGULATIONS, SERIES 8

1. The authority citation for Part 102 continues to read as follows:

Authority: Sec. 6, National Labor Relations Act, as amended (29 U.S.C. 151, 156). Section 102.117 also issued under sec. 552(a)(4)(A) of the Freedom of Information Act, as amended (5 U.S.C. 552(a)(4)(A)), and section 552a(j) and (k) of the Privacy Act (5 U.S.C. 552a(j) and (k)). Sections 102.143 through 102.155 also issued under sec. 504(c)(1) of the Equal Access to Justice Act as amended (5 U.S.C. 504(c)(1)).

§ 102.117 [Amended]

2. In § 102.117(f), (g), and (i) the address “1717 Pennsylvania Avenue NW., Washington, DC 20570” is revised to read “1099 14th Street NW., Washington, DC 20570”.

3. In § 102.117, paragraph (c)(2)(iii)(a), (b), and (c) is renumbered as paragraph (c)(2)(iii)(A), (B), and (C).

By direction of the Board.

National Labor Relations Board,

John J. Toner,

Acting Executive Secretary.

[FR Doc. 95-15352 Filed 6-22-95; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 9 and 63

[AD-FRL-5217-2]

RIN 2060-AE04

National Emission Standards for Hazardous Air Pollutants From Secondary Lead Smelting

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: This action promulgates national emission standards for hazardous air pollutants (NESHAP) for new and existing secondary lead smelters pursuant to section 112 of the Clean Air Act (the Act) as amended in 1990. Secondary lead smelters have been identified by the EPA as significant emitters of several chemicals identified in the Act as hazardous air pollutants (HAP's) including but not limited to lead compounds, arsenic compounds, and 1,3-butadiene. Chronic exposure to arsenic and 1,3-butadiene is associated with skin, bladder, liver and lung cancer and other developmental and reproductive effects. Exposure to lead compounds results in adverse effects on the blood, central nervous system and kidneys. Children are particularly sensitive and exposure to lead compounds can also result in reduced cognitive development and reduced growth. This rulemaking will affect secondary lead smelters that use blast, reverberatory, rotary, or electric smelting furnaces to recover lead metal from scrap lead, primarily from used lead-acid automotive-type batteries. The purpose of the final rule is to reduce HAP emissions from secondary lead smelting. This rule is estimated to reduce emissions, including metal HAP's and organic HAP's, by about 1,300 megagrams (1,400 tons) per year.