

APPENDIX A (TO THE PREAMBLE)--RELATED SERVICES LIST<sup>1</sup>

Authorized Institutions	Type of Service	Description <sup>2</sup>	Special Conditions
ACB (Title III), BC	Financial Risk Management for Customers (Cont'd)	(Products may be offered as part of loan packages or as stand-alone hedging tools.)	Credit limits for each counter-party should be determined by reviewing the potential magnitude of adverse payment increases over the life of the swap.  (2) Financial risk management programs are subject to annual audits by a Certified Public Accountant.
ACB (Title I and II), FCB, ACA, PCA, FLBA, FLCA	Credit Life Insurance, Mortgage Life Insurance, or Mortgage Accidental Death Insurance	Coverage that pays off or reduces an outstanding loan or mortgage in the event of the insured's death.	
ACB (Title I and II), FCB, ACA, PCA, FLBA, FLCA	Term Life Insurance	Group or individual term life insurance coverage that is renewable at the end of the term.	
ACB (Title I and II), FCB, ACA, PCA, FLBA, FLCA	Credit Disability and Accident Insurance or Mortgage Disability Insurance	Insurance that provides for loan or mortgage payments, or some degree of income protection, if the insured is disabled.	
ACB (Title I and II), FCB, ACA, PCA, FLBA, FLCA	Hospital Income Insurance	Insurance that provides a specified amount of income while the insured is hospitalized. A form of credit disability insurance, and subject to the debtor-creditor requirement.	
ACB (Title I and II), FCB, ACA, PCA, FLBA, FLCA	Multiple-Peril Crop Insurance (including insurance provided by the Federal Crop Insurance Corporation)	Insurance covering hazards incident to the growing and storage of crops.	
ACB (Title I and II), FCB, ACA, PCA, FLBA, FLCA	Crop Hail Insurance	Insurance providing protection against damage or loss of crops due to hail or certain other named perils.	
ACB (Title I and II), FCB, ACA, PCA, FLBA, FLCA	Hay (or Other Crop) Fire Insurance	Insurance that covers loss of hay or other crops due to fire.	
ACB (Title I and II), FCB, ACA, PCA, FLBA, FLCA	Title Insurance	Insurance against loss or damage resulting from defects or failure of title or from the enforcement of liens existing against title at the time of the insurance.	

1. The RS List is included as an attachment to this Federal Register document for informational purposes only.

2. For services added to the RS List after the effective date of the attached regulation at 12 CFR part 618, a more detailed explanation of the description and special conditions can be found in the notification to all System institutions required by § 618.8010(b)(5).

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 23**

[Docket No. 123CE, Special Condition 23—ACE-80]

**Special Conditions; SIAI Marchetti Model S211A Airplane**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final special conditions.

**SUMMARY:** These special conditions are being issued for the SIAI Marchetti Aircraft Company Model S211A airplanes. These airplanes will have novel and unusual design features when compared to the state of technology envisaged in the applicable airworthiness standards. These design features include performance characteristics for which the applicable regulations do not contain adequate or appropriate airworthiness standards. These special conditions contain the additional airworthiness standards that the Administrator considers necessary to establish a level of safety equivalent to that provided by the current airworthiness standards.

**EFFECTIVE DATE:** June 16, 1995.

**FOR FURTHER INFORMATION CONTACT:** Mike Downs, Aerospace Engineer, Standards Office (ACE-110), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone (816) 426-5688.

**SUPPLEMENTARY INFORMATION:****Background**

On July 9, 1993, the SIAI Marchetti Aircraft Co., VIA Indipendenza, 2, 21018 Sesto Calende (VA) [ITALY] made application for acrobatic category type certification of the Model S211A airplane. The S211A is a two-place (tandem), all metal, mid-wing cantilevered, retractable gear, pressurized, single turbofan engine airplane with a maximum weight of 6,394 pounds intended for specialized military operations as a 14 CFR part 23 airplane in the Acrobatic Category.

**Type Certification Basis**

Type certification basis of the SIAI Marchetti Model S211A airplane is as follows: Federal Aviation Regulations (14 CFR Part 23), effective February 1, 1965, through amendment 23-44, effective August 18, 1993; Equivalent Level of Safety for §§ 23.562, 23.677(a), 23.777(f)(1), 23.807(b)(5), 23.841(a) and (b)(6), 23.971 (a) and (b), 23.1182,

23.1557(d); 14 CFR Part 34, effective September 10, 1990; 14 CFR Part 36, effective December 1, 1969, through amendment effective on the date of type certification; exemptions if any; and the special conditions adopted by this rulemaking action.

**Discussion**

SIAI Marchetti plans to incorporate certain novel and unusual design features into the airplane for which the airworthiness regulations do not contain adequate or appropriate safety standards. These features include certain performance characteristics necessary for this type of airplane that were not envisaged by the existing regulations.

Special conditions may be issued and amended, as necessary, as part of the type certification basis if the Administrator finds that the airworthiness standards designated in accordance with 14 CFR Part 21, § 21.17(a)(1) do not contain adequate or appropriate safety standards because of novel or unusual design features of an airplane. Special conditions, as appropriate, are issued in accordance with 14 CFR Part 11, § 11.49 after public notice, as required by §§ 11.28 and 11.29 and become a part of the type certification basis, as provided by 14 CFR Part 21, § 21.17(a)(2).

**Flight**

Current standards in 14 CFR part 23 did not envisage this type of airplane and the associated performance capabilities. Based upon the knowledge and experience gained during certification and operation of previous 14 CFR Part 23 acrobatic jet airplanes and other acrobatic airplanes, special conditions that include selected Joint Airworthiness Regulations (JAR) 23, Issue 1, dated March 11, 1994, are proposed instead of selected performance requirements of subpart B of part 23.

**Operating Limitations and Information**

Current standards in part 23 did not envisage this type of airplane and the associated performance.

To maintain a level of safety consistent with other acrobatic category and jet powered airplanes, special conditions that include selected JAR 23, Issue 1, dated March 11, 1994, are proposed instead of the flight manual requirements of subpart G of Part 23.

**Discussion of Comments**

Notice of Proposed Special Conditions, Notice No. 23-ACE-80, was published in the **Federal Register** on March 20, 1995, and no comments were

received. These special conditions are adopted as proposed with minor editorial corrections.

Under standard practice, the effective date of these special conditions would be 30 days after publication in the **Federal Register**. As the intended U.S. type certification date for the SIAI Marchetti Model S211A is imminent, the FAA finds that good cause exists to make these special conditions effective upon issuance.

**Conclusion**

This action is not a rule of general applicability and affects only the model of airplane and the manufacturer identified in these special conditions.

**List of Subjects in 14 CFR Part 23**

Aircraft, Aviation safety, Signs and symbols.

**Citation**

The authority citation for these special conditions is as follows:

**Authority:** Secs. 313(a), 601 and 603 of the Federal Aviation Act of 1958; as amended (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g); 14 CFR 21.16 and 21.17; and 14 CFR 11.28 and 11.49.

**Adoption of Special Conditions**

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for the SIAI Marchetti Model S211A airplane.

**1. Flight**

Instead of compliance with the sections listed below contained in Subpart b of part 23, the following sections apply:

**SC23.45 Performance—General.**

(a) The performance requirements of this subpart must be met for: Still air; and Ambient atmospheric conditions.

(b) Unless otherwise prescribed, performance data must be provided over not less than the following ranges of conditions:

(1) Airport altitude from sea level to 10,000 feet; and

(2) Temperature from standard to 30 °C above standard, or the maximum ambient atmospheric temperature at which compliance with the cooling provisions 14 CFR part 23, §§ 23.1041 to 23.1045 is shown, if lower.

(c) Performance data must be determined with the means for controlling the engine cooling air supply in the position used in the cooling tests required by §§ 23.1041 to 23.1045.

(d) The available propulsive thrust must correspond to engine thrust not exceeding the approved thrust, less:

(1) Installation losses; and

(2) The equivalent thrust absorbed by the accessories and services appropriate to the particular ambient atmospheric conditions and the particular flight condition.

(e) The performance as affected by engine thrust must be based on a relative humidity of—

- (1) 80 percent at and below standard temperature; and
- (2) 34 percent at and above standard temperature plus 50 °F. Between the two temperatures the relative humidity must vary linearly.

(f) Unless otherwise prescribed in determining the takeoff and landing distances, changes in the airplane's configuration, speed and thrust must be made in accordance with procedures established by the applicant for operation in service. The procedures must be able to be executed consistently by pilots of average skill in atmospheric conditions reasonably expected to be encountered in service.

(g) The takeoff and landing distances must be determined on a smooth dry hard-surfaced runway. The effect on these distances of operation on other types of surface (for example, grass, gravel) when dry, may be derived and these surfaces listed under SC23.1583(o).

#### SC23.51 Takeoff speeds.

(a) The rotation speed  $V_R$ , is the speed at which the pilot makes a control input with the intention of lifting the airplane out of contact with the runway.  $V_R$  must not be less than  $V_{S1}$ .

(b) The speed at 50 feet must not be less than the highest of—

- (1) A speed that is shown to be safe under all reasonably expected conditions, including turbulence and complete engine failure; or
- (2)  $1.20 V_{S1}$ .

#### SC23.53 Takeoff distance.

(a) The takeoff distance must be determined in accordance with subparagraph (b), using speeds determined in accordance with SC23.51 (a) and (b).

(b) The distance required to take off and climb to a height of 50 feet above the takeoff surface must be determined for each weight, altitude and temperature within the operational limits established for takeoff with—

- (1) Takeoff thrust;
- (2) Wing flaps in the takeoff position(s); and
- (3) Landing gear extended.

#### SC23.63 Climb: general.

(a) Compliance with the requirements of SC23.65, SC23.69, and SC23.77 must be shown:

- (1) Out of ground effect; and
- (2) Act speeds that are not less than those at which compliance with the powerplant cooling requirements of §§ 23.1041 to 23.1045 have been demonstrated.

(b) Compliance must be shown, at weights, as a function of airport altitude and ambient temperature, within the operational limits established for takeoff and landing respectively, with—

- (1) SC23.65 for takeoff, and
- (2) SC23.77 for landing.

#### SC23.65 Climb: all engines operating.

The airplane must have a steady gradient of climb after takeoff of at least 4 percent with—

- (a) Takeoff thrust;
- (b) Landing gear extended except that, if the landing gear can be retracted in not more than 7 seconds, it may be assumed to be retracted;
- (c) Wing flaps in the takeoff position(s); and
- (d) A climb speed not less than  $1.2 V_{S1}$ .

#### SC23.69 Enroute climb/descent.

(a) All engines operating.  
The study gradient and rate of climb must be determined at each weight, altitude and ambient temperature within the operational limits established by the applicant with—

- (1) Not more than maximum continuous thrust;
- (2) Landing gear retracted;
- (3) Wing flaps retracted; and
- (4) Climb speed not less than  $1.3 V_{S1}$ .

#### SC23.71 Glide (Single Engine Airplanes).

The maximum horizontal distance traveled in still air, in nautical miles per 1,000 feet of altitude lost in a glide, and the speed necessary to achieve this, must be determined with the engine inoperative and with the landing gear and wing flaps in the most favorable position available.

#### SC23.73 Reference landing approach speed.

The reference landing approach speed,  $V_{REF}$ , must not be less than  $1.3 V_{SO}$ .

#### SC23.75 Landing distance.

The horizontal distance necessary to land and come to a complete stop from a point 50 feet above the landing surface must be determined, for standard temperatures at each weight and altitude within the operational limits established for landing, as follows:

(a) A steady approach at not less than  $V_{REF}$  must be maintained down to the 50-foot height and

(1) The study approach must be at a gradient or descent not greater than 5.2 percent (3 degrees) down to the 50-foot height; and

(2) In addition, an applicant may demonstrate by tests that a maximum steady approach gradient, steeper than 5.2 percent, down to the 50-foot height is safe. The gradient must be established as an operating limitation and the information necessary to display the gradient must be available to the pilot by an appropriate instrument.

(b) A constant configuration must be maintained throughout the maneuver.

(c) The landing must be made without excessive vertical acceleration or tendency to bounce, nose-over, ground loop, or porpoise.

(d) It must be shown that a safe transition to the balked landing conditions of SC23.77 can be made from the conditions that exist at the 50-foot height, at maximum landing weight or the maximum landing weight for altitude and temperature of SC23.63(b)(2), as appropriate.

(e) The brakes must not be used so as to cause excessive wear of brakes or tires.

(f) Retardation means other than wheel brakes may be used if that means—

- (1) Is safe and reliable;
- (2) Is used so that consistent results can be expected in service.

#### SC23.77 Balked landing.

The steady gradient of climb must not be less than 2.5 percent with—

- (a) Not more than the thrust that is available 8 seconds after initiation of movement of the thrust controls from the minimum flight idle position;
- (b) The landing gear extended;
- (c) The wing flaps in the landing position; and
- (d) A climb speed equal to  $V_{REF}$ , as defined in SC23.73.

#### 2. Operating Limitations and Information

Instead of compliance with the sections listed below contained in Subpart G of part 23, the following sections apply:

#### Airplane Flight Manual

##### SC23.1581 General.

(a) An FAA-Approved Airplane Flight Manual must be furnished with each airplane and it must contain the following:

(1) Information required by SC23.1583 through SC23.1589.

(2) Other information that is necessary for safe operation because of design, operating or handling characteristics.

(3) Further information necessary to comply with the relevant operating rules.

(b) Each part of the Airplane Flight Manual containing information prescribed in SC23.1583 through SC23.1589 must be approved, segregated, identified, and clearly distinguished from each unapproved part of that Airplane Flight Manual.

(c) The units used in the Airplane Flight Manual must be the same as those marked on the appropriate instruments and placards.

(d) All Airplane Flight Manual operational airspeeds must, unless otherwise stated, be presented as indicated airspeeds.

(e) Provisions must be made for stowing the Airplane Flight Manual in a suitable fixed container that is readily accessible to the pilot.

(f) Each Airplane Flight Manual must contain a means for recording the incorporation of revisions and/or amendments.

##### SC23.1583 Operating limitations.

The Airplane Flight Manual must contain operating limitations determined under the applicable regulations, including the following:

(a) Airspeed limitations.

(1) Information necessary for the marking of the airspeed limits on the indicator as required in § 23.1545, and the significance of each of those limits and of the color coding used on the indicator.

(2) The speeds  $V_O$ ,  $V_{LE}$ , and  $V_{LO}$  and their significance.

(b) Powerplant limitations.

(1) Limitations required by § 23.1521.

(2) Explanation of the limitations, when appropriate.

(3) Information necessary for marking the instruments required by §§ 23.1549 through 23.1553.

(c) Weight.

(1) The maximum weight; and

(2) The maximum landing weight, if the design landing weight selected by the applicant is less than the maximum weight.

(3) The maximum takeoff weight for each airport altitude and ambient temperature within the range selected by the applicant not exceeding the weight at which the airplane complies with the climb requirements of SC23.63(b)(1).

(4) The maximum landing weight for each airport altitude and ambient temperature within the range selected by the applicant not exceeding the weight at which the airplane complies with the climb requirements of SC23.63(b)(2).

(5) The maximum zero fuel weight, where relevant.

(d) Center of gravity. The established center of gravity limits.

(e) Maneuvers. The following authorized maneuvers, appropriate airspeed limitations, and unauthorized maneuvers, as prescribed in this section:

(1) A list of approved acrobatic flight maneuvers demonstrated in the type flight tests, together with recommended entry speeds and any other associated limitations.

(2) Spin recovery procedure established to show compliance with § 23.221.

(f) Maneuver load factor. The positive and negative limit load factors in g's.

(g) Minimum flight crew. The number and functions of the minimum flight crew determined under § 23.1523.

(h) Kinds of operation. A list of the kinds of operation to which the airplane is limited or from which it is prohibited under § 23.1525, and also a list of installed equipment that affects any operating limitation and identification as to the equipment's required operational status for the kinds of operation for which approval has been granted.

(i) Maximum operating altitude. The maximum altitude established under § 23.1527.

(j) Allowable lateral fuel loading. The maximum allowable lateral fuel loading differential, if less than the maximum possible.

(k) Baggage cargo loading. The following information for each baggage and cargo compartment or zone:

(1) The maximum allowable load; and

(2) The maximum intensity of loading.

(l) Systems. Any limitations on the use of airplane systems and equipment.

(m) Ambient temperatures. Where appropriate, maximum and minimum ambient air temperatures for operation.

(n) Smoking. Any restrictions on smoking in the airplane.

(o) Types of surface. A statement of the types of surface on which operations may be conducted must be provided.

#### SC23.1585 Operating procedures.

Information concerning normal, abnormal (if applicable) and emergency procedures, and other pertinent information necessary for safe operation and the achievement of the

scheduled performance, must be furnished, including:

(a) An explanation of significant or unusual flight or ground handling characteristics.

(b) The maximum demonstrated values of crosswind for takeoff and landing and procedures and information pertinent to operations in crosswinds.

(c) Procedures, speeds, and configuration(s) for making a normal takeoff in accordance with SC23.51 and SC23.53 and the subsequent climb in accordance with SC23.65 and SC26.59.

(d) Procedures for abandoning a takeoff due to engine failure or other cause.

(e) A recommended speed for flight in rough air. This speed must be chosen to protect against the occurrence, as a result of gusts, of structural damage to the airplane and loss of control (for example, stalling).

(f) Procedures, speeds, and configuration(s) for making a normal approach and landing in accordance with SC23.73 and SC23.75 and a transition to the balked landing condition.

(g) Procedures for restarting the engine in flight, including the effects of altitude.

(h) The procedures, speeds and configurations for a glide following engine failure in accordance with SC23.71 and the subsequent forced landing, must be furnished.

(i) For each airplane showing compliance with § 23.1353 (g)(2) or (g)(3), the operating procedures for disconnecting the battery from its charging source must be furnished.

(j) Information on the total quantity of usable fuel for each fuel tank and the effect on the unusable fuel quantity as a result of a failure of any pump, must be furnished.

(k) Procedures for the safe operation of the airplane's systems and equipment, both in normal use and in the event of malfunction, must be furnished.

#### SC23.1587 Performance information

Unless otherwise prescribed, the following information must be furnished over the altitude and temperature ranges required by SC23.45(b):

(a) The stalling speeds  $V_{SO}$ , and  $V_{S1}$  with the landing gear and wing flaps retracted, determined at maximum weight under § 23.49 and the effect on these stalling speeds of angles of bank up to 60 degrees.

(b) The takeoff distance, determined under SC23.53 and the type of runway surface for which it is valid.

(c) The steady rate and gradient of climb with all engines operating, determined under SC23.69(a).

(d) The landing distance, determined under SC23.75, and the type of runway surface for which it is valid.

(e) The effect on takeoff and landing distances of operation on other than smooth hard surfaces, when dry, determined under SC23.45(g).

(f) The effect on takeoff and landing distances or runway slope and 50 percent of the headwind component and 150 percent of the tailwind component.

(g) The steady gradient of climb/descent, determined under SC23.66.

(h) The glide performance determined under SC23.71.

#### § SC23.1589 Loading information.

The following loading information must be furnished:

(a) The weight and location of each item of equipment that can easily be removed, relocated, or replaced and that is installed when the airplane was weighed under § 23.25.

(b) Appropriate loading instructions for each possible loading condition between the maximum and minimum weights established under § 23.25, to facilitate the center of gravity remaining within the limits established under § 23.23.

Issued in Kansas City, Missouri on June 16, 1995.

**Henry A. Armstrong,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-16163 Filed 6-29-95; 8:45 am]

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#### 14 CFR Part 39

[Docket No. 94-NM-120-AD; Amendment 39-9279; AD 95-12-26]

#### Airworthiness Directives; Boeing Model 747SP Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Boeing Model 747SP series airplanes, that currently requires repetitive inspections for cracks in the web of the wing front spar over engine numbers 2 and 3, and repair, if necessary. This amendment requires additional inspections in an area beyond that specified in the existing AD. This action also would provide for a new, optional modification, which, if accomplished, would constitute terminating action for the repetitive inspections. This amendment is prompted by a report of cracking in the web in an area outside the inspection zone specified in the existing AD. A crack in the web that is not detected before it extends outside the chord footprints can allow fuel leakage. The actions specified by this AD are intended to prevent fuel leakage onto an engine and a resultant fire due to cracking in the web of the wing front spar.

**DATES:** Effective July 31, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 31, 1995.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplane