

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:

95-14-07 Aerospatiale: Amendment 39-9301. Docket 94-NM-36-AD.

Applicability: Model ATR72-100 and -200 series airplanes equipped with hinge pins installed at the nose landing gear (NLG) that are manufactured by Nardi, have part number D56867, and have serial numbers beginning with the letter "N;" 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 (e) 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 as indicated, unless accomplished previously.

To prevent collapse of the NLG due to cracking of the hinge pins, accomplish the following:

(a) Perform a dye penetrant inspection to detect cracking in the hinge pins of the NLG in accordance with Avions de Transport Regional Service Bulletin ATR72-32-1021, dated January 17, 1994, at the time specified in either paragraph (a)(1) or (a)(2) or this AD, as applicable.

(1) For airplanes that have accumulated 10,000 total landings or more as of the effective date of this AD: Within 1,000 landings after the effective date of this AD.

(2) For airplanes that have accumulated less than 10,000 total landings as of the effective date of this AD: Within 1,500 landings after the effective date of this AD.

(b) If no cracking is found, prior to further flight, reinstall that hinge pin in accordance with Avions de Transport Regional Service Bulletin ATR72-32-1021, dated January 17, 1994.

(c) If cracking is found, prior to further flight, install a new hinge pin or a pin that has been previously inspected and found to be crack-free, in accordance with the Avions de Transport Regional Service Bulletin ATR72-32-1021, dated January 17, 1994.

(d) As of the effective date of this AD, no hinge pin manufactured by Nardi having part number D56867 and any serial number beginning with the letter "N," shall be installed on the NLG of any airplane, unless that pin has been previously inspected and has been found to be crack-free, in accordance with Avions de Transport Regional Service Bulletin ATR72-32-1021, dated January 17, 1994.

(e) 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, 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, 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.

(f) 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.

(g) The inspection and installations shall be done in accordance with Avions de Transport Regional Service Bulletin ATR72-

32-1021, dated January 17, 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 Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, 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.

(h) This amendment becomes effective on August 18, 1995.

Issued in Renton, Washington, on June 26, 1995.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-16126 Filed 7-18-95; 8:45 am]

BILLING CODE 4910-13-V

14 CFR Part 39

[Docket No. 94-CE-31-AD; Amendment 39-9294; AD 95-14-02]

Airworthiness Directives; Beech Aircraft Corporation Models 1900, 1900C, and 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 91-24-15, which currently requires modifying the instrument air plumbing system on Beech Aircraft Corporation (Beech) Models 1900 and 1900C airplanes. This action requires an additional modification to the plumbing of the instrument air system on the Models 1900 and 1900C airplanes, and adds the Model 1900D airplanes to the applicability. Eight reports of moisture freezing in this system on airplanes with the modification required by AD 91-24-15 incorporated prompted this action. In addition, recent testing on the Model 1900D indicates that the design of the instrument air system on these airplanes is also conducive to moisture freeze-ups. The actions specified by this AD are intended to prevent ice formation in the plumbing of the instrument air system, which, if not detected and corrected, could result in aerodynamic problems and subsequent loss of control of the airplane.

DATES: Effective August 31, 1995.

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

ADDRESSES: Service information that applies to this AD may be obtained from 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, Attention: Rules Docket 94-CE-31-AD, 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. Harvey E. Nero, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4137; 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 Models 1900, 1900C, and 1900D airplanes was published in the **Federal Register** on February 10, 1995 (60 FR 7919). The action proposed to supersede AD 91-24-15, Amendment 39-8173, with a new AD that would require modifying the plumbing of the instrument air system. Accomplishment of the proposed action would in accordance with the instructions provided with the following kits, as applicable:

Models	Kit No.
1900 and 1900C	118-9003-1 or 118-9003-3.
1900D	129-9010-1 or 129-9010-3.

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

The commenter states that no benefit would be derived by issuing the AD and that the action is for the sake of change making general aviation more costly and burdensome without any significant safety improvements. The FAA does not concur. As specified in the proposal, the FAA has received eight reports of moisture freezing in the plumbing of the instrument air system on Models 1900 and 1900C airplanes, and recent testing on the Beech Model 1900D indicates that the design of the instrument air systems on these airplanes is also conducive to moisture freeze-ups. The FAA has determined that installation of the applicable kit on an affected airplane will maintain the air temperatures in the instrument air system at 50 degrees or higher, and help eliminate the possibility of moisture freezing in this system in cold humid

environments. The AD is unchanged as a result of the comment.

After careful review of all available information related to this issue including the comment 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 370 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 30 workhours per airplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$505 to \$2,261 depending on the airplane model. Based on these figures (using a \$2,261 part cost for all affected airplanes), the total cost impact of the AD on U.S. operators is estimated to be \$1,502,570. This figure is based upon the assumption that no affected airplane owner/operator has accomplished the required modification.

Beech will provide parts free of charge until December 31, 1995. If all owners/operators incorporate this modification by that date, then the cost impact of this AD upon the public would be reduced by \$836,570 (370 airplanes × \$2,261) from \$1,502,570 to \$666,000.

In addition, Beech has informed the FAA that it has distributed approximately 18 kits. Assuming that each of these distributed kits is incorporated on one of the affected airplanes and that each of the remaining airplanes would have one of the kits incorporated by December 31, 1995, the cost of this AD would be further reduced by \$32,400 (30 workhours × \$60 × 18 airplanes) from \$666,000 to \$633,600.

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 removing AD 91-24-15, Amendment 39-8173, and adding a new AD to read as follows:

95-14-02 Beech Aircraft Corporation: Amendment 39-9294; Docket No. 94-CE-31-AD. Supersedes AD 91-24-15, Amendment 39-8173.

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

Model	Serial Nos.
1900	UA-2 and UA-3.
1900C	UB-1 through UB-74 and UC-1 through UC-174.
1900C (C12J) ...	UD-1 through UD-6.
1900D	UE-2 through UE-115.

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 1,000 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent ice formation in the plumbing of the instrument air system, which, if not detected and corrected, could result in aerodynamic problems and subsequent loss of control of the airplane, accomplish the following:

(a) Modify the plumbing of the instrument air system in accordance with the instructions provided with the following kits, as applicable:

Models	Kit No.
1900 and 1900C	118-9003-1 or 118-9003-3.
1900D	129-9010-1 or 129-9010-3.

Note 2: Beech Service Bulletin (SB) No. 2539 and Beech SB No. 2591, both dated December 1994, reference the kits specified above.

Note 3: Beech will provide parts free of charge to the owner/operator until December 31, 1995.

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

(d) The modifications required by this AD shall be done in accordance with the instructions provided with either Beech Kit No. 118-9003-1, No. 118-9003-3, No. 129-9010-1 or 129-9010-3, as applicable, and as specified in Beech Service Bulletin No. 2539 and Beech Service Bulletin No. 2591, both dated December 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 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., 7th Floor, suite 700, Washington, DC.

(e) This amendment (39-9294) supersedes AD 91-24-15, Amendment 39-8173.

(f) This amendment (39-9294) becomes effective on August 31, 1995.

Issued in Kansas City, Missouri, on June 22, 1995.

Gerald W. Pierce,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-17674 Filed 7-18-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 93-NM-122-AD; Amendment 39-9314; AD 94-21-05 R1]

Airworthiness Directives; Boeing Model 737-300, -400, and -500 Series Airplanes Equipped With CFM International CFM56-3 Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment clarifies an existing airworthiness directive (AD), applicable to certain Boeing Model 737-300, -400, and -500 series airplanes, that currently requires modification, adjustments, and tests of the thrust reverser system; and repair, if necessary. This amendment clarifies a requirement specified in the AD concerning the performance of the operational test of the system. This amendment is prompted by an inquiry from an operator of the affected airplanes concerning that aspect of the existing AD.

DATES: Effective November 25, 1994.

The incorporation by reference of certain publications listed in the regulations was approved by the Director of the Federal Register as of November 25, 1994 (59 FR 53573, October 25, 1994).

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 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.

FOR FURTHER INFORMATION CONTACT: Stephen Bray, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2681; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: On October 6, 1994, the FAA issued AD 94-21-05, amendment 39-9047 (59 FR 53573, October 25, 1994), applicable to

certain Boeing Model 737-300, -400, and -500 series airplanes, to require modification, adjustments, and tests of the thrust reverser system; and repair, if necessary. The actions required by that AD are intended to prevent deployment of a thrust reverser in flight and subsequent reduced controllability of the airplane.

Since the issuance of that AD, the FAA has received an inquiry from an operator of the affected airplanes concerning the requirement of paragraph (d)(2) of the AD. That paragraph requires deactivation of a thrust reverser if a discrepancy is found during accomplishment of the thrust reverser sync-lock integrity test. The last sentence of paragraph (d)(2) specifies that, following deactivation of the associated thrust reverser, "the sync-locks installed on the deactivated thrust reverser must remain operational." The operator questions how the sync-lock can remain "operational" when the thrust reverser has been deactivated for failing the required integrity test.

The FAA finds that clarification of the term "operational" is necessary. The FAA's intent in specifying that the sync-lock remain operational was actually to require that it be verified to be in the locked position. In order to avoid unnecessary flight delays and cancellations, the FAA included the provision contained in paragraph (d)(2) of AD 94-21-05 to provide relief to allow dispatch of the airplane with deactivated sync-locks, in accordance with provisions and limitations contained in the Master Minimum Equipment List (MMEL). This relief involves locking out a thrust reverser and verifying that the failed sync-lock is deactivated and in the locked position. In light of this, action is taken herein to revise AD 94-21-05 to clarify paragraph (d)(2) of the AD accordingly. There are no other changes to the rule.

The final rule is being reprinted in its entirety for the convenience of affected operators. The effective date remains November 25, 1994.

Since this action only clarifies a requirement of a final rule, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary.

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