

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.

(d) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office (ACO), FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels ACO.

(e) The inspection and possible installation required by this AD shall be done in accordance with Jetstream Service Bulletin 52-A-JA 911140, which incorporates the following pages:

Pages	Revision level	Date
4, 5, 7, and 9 ....	Original Issue.	Feb. 3, 1992.
2 .....	Revision 1 ...	June 26, 1992.
1, 3, 6, and 8 ....	Revision 2 ...	Oct. 6, 1992.

The modification required by this AD shall be done in accordance with Jetstream Service Bulletin 52-JM 7793, which incorporates the following pages:

Pages	Revision level	Date
4 through 11 .....	Original Issue.	Nov. 19, 1992.
1, 2, and 3 .....	Revision 1 ...	Aug. 10, 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 Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC, 20041-6029. 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.

(f) This amendment (39-9319) becomes effective on September 7, 1995.

Issued in Kansas City, Missouri, on July 17, 1995.

**Henry A. Armstrong,**

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

[FR Doc. 95-18124 Filed 7-28-95; 8:45 am]

BILLING CODE 4910-13-U

**14 CFR Part 39**

[Docket No. 94-NM-183-AD; Amendment 39-9310; AD 95-15-07]

**Airworthiness Directives; British Aerospace Model BAC 1-11 200 and 400 Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to British Aerospace Model BAC 1-11 200 and 400 series airplanes, that currently requires structural inspections and repairs or replacements, as necessary. This amendment requires additional inspections of certain Structural Significant Items (SSI) and expansion of the inspection area for certain other SSI's. This amendment is prompted by the results of a structural integrity audit, which indicated that in order to maintain the structural integrity of these airplanes as they approach or exceed the manufacturer's original fatigue design life goal, certain SSI's need to be inspected. The actions specified by this AD are intended to ensure continuing structural integrity of these airplanes.

**DATES:** Effective August 30, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 30, 1995.

**ADDRESSES:** The service information referenced in this AD may be obtained from British Aerospace, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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:** William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 87-24-06 R1, amendment 39-6037 (53 FR 37993, September 29, 1988), which is applicable to British Aerospace Model BAC 1-11 200 and 400 series airplanes, was published in the **Federal Register** on April 17, 1995 (60 FR 19179). The action proposed to require a revision of

the FAA-approved maintenance inspection program to include additional structural inspections of certain Structural Significant Items (SSI), expansion of the inspection area for certain other SSI's, and repair or replacement of cracked parts; and establishes a life limit for the engine mount/attachment structure on certain airplanes.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 31 airplanes of U.S. registry will be affected by this AD, that it will take approximately 158 work hours per airplane to accomplish the 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 \$293,880, or \$9,480 per airplane, per inspection cycle.

The total cost impact figures discussed above are 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 removing amendment 39-6037 (53 FR 37993, September 29, 1988), and by adding a new airworthiness directive (AD), amendment 39-9310, to read as follows:

**95-15-07 British Aerospace Airbus Limited** (Formerly British Aerospace Commercial Aircraft Limited, British Aerospace Aircraft Group): Amendment 39-9310. Docket 94-NM-183-AD. Supersedes AD 87-24-06 R1, Amendment 39-6037.

**Applicability:** Model BAC 1-11 200 and 400 series airplanes, 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 (f) 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 ensure continuing structural integrity of the airplane, accomplish the following:

(a) Within 6 months after November 3, 1988 (the effective date of AD 87-24-06 R1, amendment 39-6037), incorporate a revision into the FAA-approved maintenance inspection program which requires inspections, repairs, and replacements, as necessary, in accordance with Table 1, Table 2, and Table 3 of British Aerospace BAC 1-

11 Alert Service Bulletin 51-A-PM5830, Issue 3, dated March 19, 1987. The revision to the maintenance inspection program must include procedures to notify the manufacturer when Structural Significant Items (SSI) are found cracked or otherwise significantly deteriorated. [Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.] The inspection thresholds, repetitive intervals, and inspection techniques are listed in the alert service bulletin.

(b) Within 6 months after the effective date of this AD, replace the revision of the FAA-approved maintenance inspection program required by paragraph (a) of this AD, with a revision which requires inspections, repairs, and replacements, as necessary, in accordance with Table 1 (except Maintenance Planning Guide Reference Numbers 52-10-6R and 53-10-29R), Table 2, and Table 3 of British Aerospace BAC 1-11 Alert Service Bulletin 51-A-PM5830, Issue 4, dated January 28, 1993. The revision to the maintenance inspection program must include procedures to notify the manufacturer when SSI's are found cracked or otherwise significantly deteriorated. [Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.] The inspection thresholds, repetitive intervals, and inspection techniques are listed in the alert service bulletin.

**Note 2**

: Maintenance Planning Guide (MPG) Reference Numbers 52-10-6R and 53-10-29R, listed in Table 1 of British Aerospace BAC 1-11 Alert Service Bulletin 51-A-PM5830, Issue 4, dated January 28, 1993, are excluded from the requirements of this AD for the following reasons:

MPG reference No.	Reason
52-10-6R ....	Required by AD 87-21-06, amendment 39-5744.
53-10-29R ..	Will be addressed in a separate rulemaking action.

(c) Within one year after November 3, 1988 (the effective date of AD 87-24-06 R1, amendment 39-6037), or prior to the accumulation of the number of landings listed in the landing threshold indicated in British Aerospace BAC 1-11 Alert Service Bulletin 51-A-PM5830, Issue 3, dated March 19, 1987, whichever occurs later, and thereafter, at intervals not to exceed the number of landings specified in the alert service bulletin, accomplish the inspections, repairs, and replacements, as necessary, of the SSI's identified in Table 1, Table 2, and Table 3 of that service bulletin.

(d) Within one year after the effective date of this AD, or prior to the accumulation of the number of landings listed in the landing

threshold indicated in British Aerospace BAC 1-11 Alert Service Bulletin 51-A-PM5830, Issue 4, dated January 28, 1993, whichever occurs later, and thereafter, at intervals not to exceed the number of landings specified in the alert service bulletin, accomplish the inspections, repairs, and replacements, as necessary, of the SSI's identified in Table 1 (except Maintenance Planning Guide Reference Numbers 52-10-6R and 53-10-29R), Table 2, and Table 3 of the alert service bulletin.

**Note 3:** For operators that have accomplished this inspection previously in accordance with the requirements of AD 87-24-06 R1, amendment 39-6037: This paragraph requires that the next scheduled inspection for that SSI be performed within the repetitive interval specified for that SSI in the alert service bulletin after the last inspection performed in accordance with the requirements of AD 87-24-06 R1 for that SSI.

(e) For any cracked structure detected during any inspection required by this AD, prior to further flight, accomplish either paragraph (e)(1), (e)(2), or (e)(3) of this AD.

(1) Replace the cracked part with a serviceable part of the same part number, in accordance with the Airplane Maintenance Manual. Or

(2) Repair the cracked structure in accordance with the Structural Repair Manual, listed in the service bulletin. Or

(3) Repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(f) 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 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(g) 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.

(h) The inspections, repairs, and replacements shall be done in accordance with British Aerospace BAC 1-11 Alert Service Bulletin 51-A-PM5830, Issue 4, dated January 28, 1993; as applicable. 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 British Aerospace, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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.

(i) This amendment becomes effective on August 30, 1995.

Issued in Renton, Washington, on July 12, 1995.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-17553 Filed 7-28-95; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 71

[Airspace Docket No. 93-ASO-20]

#### Establishment of Class E Airspace; Cocoa, FL

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the airspace description of a final rule that was published in the **Federal Register** on June 27, 1995, Airspace Docket No. 93-ASO-20. The description as published in the **Federal Register** on June 27, 1995, inadvertently states that the airspace extends each side of the 127° bearing northeast, instead of each side of the 307° bearing northwest of the Merritt Island NDB.

**EFFECTIVE DATE:** 0901 UTC, September 14, 1995.

**FOR FURTHER INFORMATION CONTACT:** Stanley Zylowski, System Management Branch, Air Traffic Division, Federal Aviation Administration, PO Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

#### SUPPLEMENTARY INFORMATION:

##### History

**Federal Register** Document 95-15715, Airspace Docket No. 93-ASO-20, published on June 27, 1995 (60 FR 33106), established Class E airspace at Cocoa, FL, to provide adequate Class E airspace for IFR operations at Merritt Island Airport. The description as published in the **Federal Register** on June 27, 1995, inadvertently states that the airspace extends each side of the 127° bearing northeast, instead of each side of the 307° northwest of the Merritt Island NDB. This correction to the airspace designation does not affect the size of the Class E airspace area.

##### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace description for the Class E airspace area at Cocoa, FL, as published in the **Federal Register** on June 27, 1995 (60 FR 33106), (**Federal Register** Document 95-15715; page 33106, column 2), and the description in FAA Order 7400.9B,

which is incorporated by reference in 14 CFR 71.1, is corrected as follows:

#### § 71.1 [Corrected]

\* \* \* \* \*

#### ASO FL E5 Cocoa, FL [Corrected]

Merritt Island Airport, FL  
(Lat. 28°20'30" N, long. 80°41'08" W)

Merritt Island NDB  
(Lat. 28°20'27" N, long. 80°41'18" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Merritt Island Airport and within 2.5 miles each side of the 307° bearing from the Merritt Island NDB, extending from the 6.3-mile radius to 7 miles northwest of the NDB; excluding that airspace within the Titusville, FL, and Melbourne, FL, Class E airspace areas.

\* \* \* \* \*

Issued in College Park, Georgia, on July 19, 1995.

**Stanley Zylowski,**

*Acting Manager, Air Traffic Division, Southern Region.*

[FR Doc. 95-18732 Filed 7-28-95; 8:45 am]

BILLING CODE 4910-13-M

#### DEPARTMENT OF COMMERCE

#### Bureau of Export Administration

#### 15 CFR Parts 778 and 799

[Docket No. 950720186-5186-01]

RIN 0694-AA69

#### Revisions to the Export Administration Regulations: Exports of Vaccines

**AGENCY:** Bureau of Export Administration, Commerce.

**ACTION:** Final rule.

**SUMMARY:** The Bureau of Export Administration maintains the Commerce Control List (CCL), which appears in the Export Administration Regulations (EAR). This rule revises the scope of controls applicable to vaccines that contain Australia Group (AG) controlled microorganisms or toxins that are currently classified under 1C61B. This rule amends the CCL by creating a new Export Control Classification Number (ECCN) 1C91F to authorize the export of vaccines that contain AG-controlled microorganisms or toxins under the provisions of General License G-DEST to eligible destinations (i.e. all destinations except Country Groups S and Z, and Iran).

This rule will reduce the licensing and paperwork burden on U.S. exporters of vaccines without jeopardizing U.S. policy objectives in stemming the proliferation of biological weapons.

**EFFECTIVE DATE:** This rule is effective July 26, 1995.

**FOR FURTHER INFORMATION CONTACT:** For questions on vaccines, call James Seevaratnam, Bureau of Export Administration, telephone: (202) 482-3343; or Patricia Sefcik, telephone: (202) 482-0707.

#### SUPPLEMENTARY INFORMATION:

##### Background

ECCN 1C61B contains a list of microorganisms and toxins that require a validated license to all destinations except Canada. The list of controlled organisms corresponds to the list of controlled items agreed to by the Australia Group, a multilateral group dedicated to preventing the proliferation of chemical and biological weapons. This rule removes validated export licensing requirements on vaccines that contain microorganisms or toxins controlled under ECCN 1C61B because there is no consensus for multilateral controls under the Australia Group and because the United States Government agrees that it is highly unlikely that vaccines, whether live, attenuated or dead, can directly aid in the development, production and weaponization of biological weapons agents.

Specifically, this rule amends the CCL by creating a new Export Control Classification Number (ECCN) 1C91F to authorize the export of vaccines that contain AG-controlled microorganisms or toxins under the provisions of General License G-DEST to eligible destinations (i.e. all destinations except Country Groups S and Z, and Iran). Extra caution should be exercised when making any large shipment (i.e. 5,000 doses or more), or when making any shipment to destinations, projects, or facilities of proliferation concern that are identified in Supplement No. 5 to Part 778 of the EAR. Also note that pursuant to the Iraqi Sanctions Regulations (31 CFR 575.205 of January 18, 1991), no goods, technology (including technical data or other information), or services may be exported from the United States, or if subject to U.S. jurisdiction, exported or reexported from a third country to Iraq, to any entity owned or controlled by the Government of Iraq, except as authorized by the Department of Treasury's Office of Foreign Assets Control.

This export licensing liberalization has no effect on the regulatory requirements of any other agency or department, e.g., Food and Drug Administration, U.S. Department of Agriculture.