(b) If no cracks are found during the initial inspection, repeat the inspection required by paragraph (a) of this AD at the applicable intervals as follows:

(1) For airplanes that have 3/16-inch thick fin front spar fittings, inspect at intervals not to exceed 25 hours TIS, in accordance with the INSTRUCTIONS section of the Air Tractor SL No. 138, dated July 29, 1995.

(2) For airplanes that have 1/4-inch fin front spar fittings, inspect at intervals not to exceed 100 hours TIS, in accordance with the INSTRUCTIONS section of the Air Tractor SL No. 138, dated July 29, 1995.

(c) If cracks are found during any inspection required by this AD, prior to further flight, modify the front spar attachment fittings in accordance with the INSTRUCTIONS section of the Air Tractor SL No. 138, dated July 29, 1995.

(d) Incorporating the modification specified in paragraph (c) of this AD is considered terminating action for the repetitive inspection requirements of this AD. This modification may be accomplished at any time provided the front and rear spar attachment fitting are crack free.

(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 compliance time that provides an equivalent level of safety may be approved by the Manager, Fort Worth Aircraft Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth Aircraft Certification Office.

(g) The inspection and modification required by this AD shall be done in accordance with Air Tractor Service Letter number 138, dated July 29, 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 Air Tractor Incorporated, P.O. Box 485, Olney, Texas 76374. 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.

(h) This amendment (39–9384) becomes effective on October 25, 1995.

Issued in Kansas City, Missouri, on September 26, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–24604 Filed 10–6–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–157–AD; Amendment 39–9393; AD 93–16–06 R2]

Airworthiness Directives; Canadair Model CL–215–1A10 and CL 215–6B11 Series Airplanes That Are Not Equipped With Powered Ailerons

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to certain Canadair Model CL–215–1A10 series airplanes, that currently requires modification of the right aileron and aileron tab. That AD originally was prompted by an updated flutter analysis performed by the manufacturer, which revealed a potential flutter condition on these airplanes. The actions specified in that AD are intended to prevent potential flutter of the rudder-aileron interconnect tab, which could result in reduced controllability of the airplane. This amendment revises the applicability of the rule by adding additional airplanes that are subject to the addressed unsafe condition, and deleting others that are not subject to it.

DATES: Effective October 25, 1995.

The incorporation by reference of Canadair Alert Service Bulletin 215–A435, dated August 14, 1990, listed in the regulations, was approved previously by the Director of the Federal Register as of October 4, 1993 (58 FR 46766, September 3, 1993).

Comments for inclusion in the Rules Docket must be received on or before December 11, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–157–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Bombardier, Inc., Canadair, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 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: Jeff Casale, Aerospace Engineer, Airframe Branch, ANE–172, FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 791–6220; fax (516) 791–9024.

SUPPLEMENTARY INFORMATION: On August 13, 1993, the FAA issued AD 93–16–06, Amendment 39–8663 (58 FR 46766, September 3, 1993), applicable to certain Canadair Model CL–215–1A10 series airplanes, to require installing weights to the aileron balance weight mounting channel and installing washers to the interconnect tab mass balance arms. That modification will maintain an aileron control surface mass balance within specified limits. That action was prompted by an updated flutter analysis, performed by Canadair, which revealed that a potential flutter condition affecting the rudder-aileron interconnect tab could occur on certain Canadair Model CL–215–1A10 series airplanes. This flutter analysis further revealed that, if the rudder-aileron interconnect mechanism fails, a flutter condition could occur at pressure altitudes above 10,000 feet. The actions required by that AD are intended to prevent potential flutter of the rudder-aileron interconnect tab, which could result in reduced controllability of the airplane.

AD 93–16–06 was applicable only to Canadair Model CL–215–1A10 series airplanes that are not equipped with powered ailerons.

Subsequent to the issuance of that AD, Transport Canada Aviation, which is the airworthiness authority for Canada, advised that additional airplanes were subject to the same unsafe condition addressed by AD 93–16–06. Further analysis had indicated that the flutter problems associated with the rudder-aileron interconnect tab could occur on all Canadair Model CL–215–1A10 series airplanes, including those equipped with powered ailerons. In light of this information, the FAA issued AD 93–16–06 R1, amendment 39–8826 (59 FR 6897, February 14, 1994), which revised the originally issued AD to add these additional airplanes to its applicability.

Recently, Transport Canada Aviation advised the FAA that additional review of the flutter analysis revealed that the problematic flutter condition can occur only on airplanes that are not equipped with powered ailerons. This finding leads to two significant considerations:

1. The previous analysis indicating that the unsafe condition could occur on airplanes equipped with powered ailerons was incorrect. Therefore, the applicability of AD 93–16–03 R1 is

unnecessarily broad, since it includes Model CL–215–1A10 airplanes that are equipped with powered ailerons.

2. Some Canadair Model CL–215–6B11 series airplanes are not equipped with powered ailerons. (The Model CL–215–6B11 is a Model CL–215–1A10 that has been converted from piston engine power to turbopropeller power.) Therefore, these airplanes are subject to the addressed unsafe condition.

Transport Canada Aviation has issued revised Canadian Airworthiness Directive CF–90–11R2, dated April 28, 1994, which calls for installing weights to the aileron balance weight mounting channel and washers to the interconnect tab mass balance arms on all Canadair Model CL–215–1A10 and CL–215–6B11 series airplanes that are not equipped with powered ailerons.

That revised Canadian Airworthiness Directive references Canadair Alert Service Bulletin 215–A435, dated August 14, 1990, as the appropriate source of service instructions for all of the affected airplanes. (This is the same service bulletin referenced in AD 93–16–06 and AD 93–16–06 R1.) Canadair has confirmed that, although the Model CL–215–6B11 series airplanes are not specified in the effectivity listing of that service bulletin, the installation instructions described in it are appropriate for these airplanes. (Canadair also has indicated that, at this time, it is not planning to revise the service bulletin to include the Model CL–215–6B11 in the effectivity listing.)

This airplane model is manufactured in Canada and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.19) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, Transport Canada Aviation has kept the FAA informed of the situation described above. The FAA has examined the findings of Transport Canada Aviation, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this revises AD 93–16–06 R1 to require the installation of weights to the aileron balance weight mounting channel and installation of washers to the interconnect tab mass balance arms. However, the applicability of the AD has been revised to include Model CL–215–6B11 series airplanes that are not equipped with powered ailerons. The applicability has also been revised to exclude Model CL–215–1A10 series that are equipped with powered ailerons.

None of the Model CL–215–1A10 or CL–215–6B11 series airplanes affected by this action is on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 20 work hours to accomplish the required actions, at an average labor charge of $60 per work hour. Based on these figures, the total cost impact of this AD would be $1,200 per airplane.

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register.**

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES.** All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 95–NM–157–AD.'' The postcard will be date stamped and returned to the commenter.

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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–8826 (59 FR 6987, February 14, 1994), and by adding

a new airworthiness directive (AD), amendment 39–9393, to read as follows:

93–16–06 R Canadair: Amendment 39–9393, Docket 95–NM–157–AD. Revises AD 93–16–06 R1, amendment 39–8826.

Applicability: Model CL–215–1A10 series airplanes that are not equipped with powered ailerons; and Model CL–215–6B11 series airplanes that are not equipped with powered ailerons; 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 (d) 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 potential flutter of the rudder-aileron interconnect tab, which could result in reduced controllability of the airplane, accomplish the following:

(a) For Model CL–215–1A10 series airplanes, serial numbers 1001 through 1125 inclusive, that are not equipped with powered ailerons: Within 12 months after October 4, 1993 (the effective date of AD 93–16–06, amendment 39–8663), on the right wing install weights to the aileron balance weight mounting channel and install washers to the interconnect tab mass balance arms, in accordance with Canadair Alert Service Bulletin 215–A435, dated August 14, 1990.

(b) For all other Model CL–215–1A10 series airplanes that are not equipped with powered ailerons and are not subject to paragraph (a) of this AD: Within 12 months after March 1, 1994 (the effective date of AD 93–16–06 R1, amendment 39–8826), on right wing install weights to the aileron balance weight mounting channel and install washers to the interconnect tab mass balance arms, in accordance with Canadair Alert Service Bulletin 215–A435, dated August 14, 1990.

(c) For Model CL–215–6B11 series airplanes that are not equipped with powered ailerons: Within 12 months after the effective date of this AD, on the right wing install weights to the aileron balance weight mounting channel and washers to the interconnect tab mass balance arms, in accordance with Canadair Alert Service Bulletin 215–A435, dated August 14, 1990.

(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, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

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

(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) The installation shall be done in accordance with Canadair Alert Service Bulletin 215–A435, dated August 14, 1990. The incorporation by reference of this document was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51 as of October 4, 1993 (58 FR 46766, September 3, 1993). Copies may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station A, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York ACO, 181 South Franklin Avenue, Room 202, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on October 15, 1995.

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

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–25031 Filed 10–6–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 71

[Airspace Docket No. 94–ACE–17]

Amendment to Class E Airspace; Washington, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Washington, IA, to accommodate a new standard instrument approach procedure (SIAP) at Washington Municipal Airport. This action will provide for additional controlled airspace necessary for both the new VOR/DME to Runway 36 and the existing VOR/DME RNAV or GPS and NDB SIAPs to Runway 31. A minor correction is also being made in the geographic coordinates of the Washington Municipal Airport.

EFFECTIVE DATE: 0901 UTC, January 4, 1996.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, AIr Traffic Operations Branch, ACE–530, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426–3408.

SUPPLEMENTARY INFORMATION:

History

On April 19, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E airspace area at Washington, IA (60 FR 19553). The proposed action would provide controlled airspace to accommodate a VOR/DME SIAP to Runway 36 at the Washington Municipal Airport in addition to the existing VOR/DME RNAV or GPS and NDB Runway 31 SIAPs. A minor correction is also being made in the geographical coordinates of the airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments or objections to the proposal were received. Class E airspace areas extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The class airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Washington, IA, by providing additional controlled airspace for aircraft executing the new VOR/DME Runway 36 SIAP and the existing VOR/DME RNAV or GPS and NDB SIAPs to Runway 31 at the Washington Municipal Airport. This action also corrects the geographic coordinates of the airport.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air