Authority: 49 U.S.C. 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

95–22–05 Saab Aircraft AB: Amendment 39–9412. Docket 95–NM–187–AD.

Applicability: Model SAAB SF340A series airplanes having serial numbers 004 through 159, inclusive; and Model SAAB 340B series airplanes having serial numbers 160 and subsequent; equipped with brake assemblies having part number 5012589, 5007219–1, 5008541, 5008541–1, or 5008541–2; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 failure of the brake assembly and wheel assembly, which could result in the potential for a brake fire, accomplish the following:

(a) Within 10 days after the effective date of this AD, perform a visual inspection to detect damage of the brake assembly and wheel assembly in accordance with Saab Service Bulletin 340–32–105, dated September 5, 1995.

(1) If no damage is detected, repeat the inspection thereafter at intervals not to exceed 225 hours time-in-service.

(2) If any damage is detected, prior to further flight, repair the damaged brake assembly and/or wheel assembly in accordance with the service bulletin. Repeat the inspection thereafter at intervals not to exceed 225 hours time-in-service.

(b) Within 225 hours time-in-service after accomplishing the inspection required by paragraph (a) of this AD, install a heat shield in the torque tube in accordance with Saab Service Bulletin 340–32–105, dated September 5, 1995.

(c) Installation of a redesigned stator clip in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, constitutes terminating action for the repetitive inspections required by paragraph (a) of this AD.

(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, 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.

(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 inspections, repair, and installation of a heat shield shall be done in accordance with Saab Service Bulletin 340–32–105, dated September 5, 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 SAAB Aircraft AB, SAAB Aircraft Product Support, S–581.88, Linköping, Sweden. 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.

(g) This amendment becomes effective on November 8, 1995.

Issued in Renton, Washington, on October 16, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–25989 Filed 10–23–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–173–AD; Amendment 39–9411; AD 95–22–04]

Airworthiness Directives; Canadair Model CL–215–1A10 and CL–215–6B11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Canadair Model CL–215–1A10 and CL–215–6B11 series airplanes. This action requires inspections to detect cracking of main landing gear (MLG) axles that have been reworked by chromium plating, and replacement of cracked axles. This amendment is prompted by reports of fatigue cracking found on several MLG wheel axes that had been chromium-plated during rework. The actions specified in this AD are intended to prevent such cracking, which can result in failure of the axle, separation of the wheel from the aircraft, and consequent reduced controllability of the airplane during takeoff or landing.

DATES: Effective November 8, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 8, 1995.

Comments for inclusion in the Rules Docket must be received on or before December 26, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–173–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Bombardier, Inc., Canadair Aerospace Group, P.O. Box 6087, Station Centre-ville, 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, New York Aircraft Certification Office, Engine and Propeller Directorate, 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, Systems and Equipment Branch, ANE–171, FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256–7521; fax (206) 568–2716.

SUPPLEMENTARY INFORMATION: Transport Canada Aviation, which is the airworthiness authority for Canada, recently notified the FAA that an unsafe condition may exist on certain Canadair Model CL–215–1A10 and CL–215–6B11 series airplanes. Transport Canada Aviation advises that there have been reports of fatigue cracking found on several main landing gear (MLG) wheel axles on in-service airplanes. In three cases, such cracking has resulted in complete failure of the axle and subsequent separation of the wheel from the airplane. Investigation has revealed that this cracking occurs only on axles that have been reworked by chromium plating the wheel inner bearing surface. Such cracking, if not detected and corrected in a timely manner, can lead to failure of the axle and separation of the wheel from the airplane. Since each MLG has only a single wheel, loss of the

wheel could result in reduced controllability of the airplane during take-off or landing.

The number of reworked axles currently in the fleet is unknown; however, at least nine MLG axles were reworked by chromium plating during manufacture prior to their installation on the airplane. In light of this, Transport Canada Aviation has advised that, irrespective of the number of flight hours accumulated on the airplane or axle, the potential for cracking exists in all of these affected airplanes.

Canadair has issued Alert Service Bulletin 215–A462, dated June 2, 1993, which describes procedures for conducting an eddy current or chemical inspection of the inner bearing surface area of the left and right MLG axles to determine whether they have been reworked using chromium plating. For axles that have been so reworked, the service bulletin provides instructions for conducting repetitive ultrasonic inspections to detect cracks in the chromium-plated inner bearing surface. The service bulletin also describes procedures for removing cracked axles and replacing them with serviceable units. Transport Canada Aviation classified this service bulletin as mandatory and issued Canadian Airworthiness Directive CF–93–08R2, dated June 20, 1994, in order to assure the continued airworthiness of these airplanes in Canada.

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 AD is being issued to prevent cracking of the chromium-plated inner bearing surface of the MLG axle. Such cracking can lead to failure of the axle, separation of the wheel from the aircraft, and consequent reduced controllability of the airplane during takeoff or landing. This AD requires an eddy current or chemical inspection of the inner bearing surface area of the left and right MLG axles to determine if they have been reworked using chromium plating. For axles that have been reworked, this AD requires repetitive ultrasonic inspections to detect cracking in the chromium-plated inner bearing surface. If cracking is found, the cracked axle must be removed and replaced with a serviceable unit. The actions are required to be accomplished in accordance with the service bulletin described previously.

Additionally, operators must submit a report of all ultrasonic inspection findings to the manufacturer.

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 2 work hours to accomplish the required inspection actions, at an average labor charge of $60 per work hour. Based on these figures, the total cost impact of this AD would be $120 per airplane per inspection.

If a cracked axle is found and replaced, that action would require 8 work hours per airplane to accomplish, at an average labor charge of $60 per work hour. Required parts are estimated to cost $13,000 per assembly. Based on these figures, the total cost impact of necessary replacement required by this AD would be $13,480 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–173–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 U.S.C. 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

95–22–04 Canadair: Amendment 39–9411. Docket 95–NM–173–AD.

Applicability: Model CL–215–1A10 (piston) and CL–215–6B11 (turboprop) series airplanes, having serial numbers 1011 through 1125 inclusive, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 prevent cracking in the inner bearing surface of the main landing gear (MLG) axle, which can result in failure of the axle, separation of the wheel from the aircraft, and consequent reduced controllability of the airplane during takeoff or landing, accomplish the following:

(a) Within 60 days after the effective date of this AD, perform either an eddy current inspection or a chemical inspection of the inner bearing surface area of the left and right MLG axles to determine if they have been reworked using chromium plating, in accordance with Canadair Alert Service Bulletin 215–A462, dated June 2, 1993.

(b) If the inner bearing surface of the MLG axle has not been reworked using chromium plating, no further action is required by this AD for that axle.

(c) If the inner bearing surface of the MLG axle has been reworked using chromium plating, prior to further flight, perform an ultrasonic inspection to detect cracking in the axle, in accordance with Canadair Alert Service Bulletin 215–A462, dated June 2, 1993.

(1) If no crack is detected during this inspection, repeat the ultrasonic inspection at intervals not to exceed 150 landings.

(2) If any crack is detected during this inspection, prior to further flight, remove the cracked axle and replace it with a serviceable axle that does not have an inner bearing surface that has been reworked using chromium plating, in accordance with the service bulletin.

(d) Within 5 days after completing each ultrasonic inspection required by paragraph (c) of this AD, submit a report of inspection findings, both positive and negative, to Canadair, Amphibious Aircraft Division, Customer Support, Dept. 645, Attention: Manager of Technical Support, P.O. Box 6087, Station A, Montreal, Quebec H3C 3G9, Canada; fax (514) 856–0152. 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.

(e) Installation of an MLG axle that does not have an inner bearing surface that has been reworked using chromium plating, in accordance with Canadair Alert Service Bulletin 215–A462, dated June 2, 1993, constitutes terminating action for the inspections required by this AD for that axle.

(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, 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.

(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 and replacement shall be done in accordance with Canadair Alert Service Bulletin 215–A462, dated June 2, 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 Bombardier, Inc., Canadair Aerospace Group, P.O. Box 6087, Station Centre-ville, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 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.

(i) This amendment becomes effective on November 8, 1995.

Issued in Renton, Washington, on October 16, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–25990 Filed 10–23–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 71

[Airspace Docket No. 93–AWA–11]

RIN 2120–AF56

Alteration of the Salt Lake City Class B Airspace Area, Salt Lake City, Utah

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; corrections.

SUMMARY: This document contains corrections to the Alteration of the Salt Lake City Class B Airspace Area, Salt Lake City, Utah, Final Rule (60 FR 48350) published on September 18, 1995. Corrections are made in the following areas: the airspace description of areas D, K, and M and the Coordinated Universal Time (UTC). More specifically, in area D, long. 112°02′33″ N is changed to read 112°02′33″ W; in area K, long. 111°14′50″ W is changed to read long. 112°14′50″ W; and in area M, 9,000 MSL is changed to read 9,000 feet MSL. In addition, this action corrects the effective time from 0701 UTC to 0901 UTC.

EFFECTIVE DATE: 0901 UTC, November 9, 1995.

FOR FURTHER INFORMATION CONTACT: Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP–240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–9230.

SUPPLEMENTARY INFORMATION:

Background

On September 18, 1995, the Final Rule for the Alteration of the Salt Lake City Class B Airspace Area, Salt Lake City, Utah (60 FR 48350) was published with an effective date of November 9, 1995. The Final Rule revised the description of many areas including D, K, and M. The previous description of areas D, K, and M listed in this document is published in Section 71.125 of Handbook 7400.7 effective November 1, 1991, which is incorporated by reference in 14 Code Federal Regulation (CFR) 71.1. The amended designations for areas K and M