

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 adding the following new airworthiness directive:

95-26-07 Bombardier, Inc. (Formerly Canadair): Amendment 39-9465. Docket 95-NM-238-AD.

Applicability: Model CL-600-2B19 (Regional Jet Series 100) series airplanes, serial numbers 7003 through 7079 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 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 damage to the aileron hinge fittings due to failure of the shear pins, which could cause subsequent reduced controllability of the airplane; accomplish the following:

(a) Within 7 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following. This may be accomplished by inserting a copy of this AD in the AFM.

"Before engine start, prior to the first flight of each day, the flight crew or certificated maintenance personnel shall perform a check of the travel range of the aileron as follows:

Aileron—Check travel range (to approx 1/2 travel) using each hydraulic system in turn, with the other hydraulic systems depressurized."

Note 2: This AFM revision may also be accomplished by inserting a copy of Temporary Revision RJ/45, dated September 7, 1995, in the AFM. When this temporary revision has been incorporated into general revisions of the AFM, the general revisions may be inserted in the AFM, provided the information contained in the general revisions is identical to that specified in Temporary Revision RJ/45.

Note 3: Operators should note that operation of the aircraft remains restricted to

the altitude and airspeed limits currently specified in the FAA-approved AFM, Revision 34, Chapter 5, Abnormal Procedures, Section 13, Hydraulic Power, Paragraphs "A" through "C" and "M" through "O."

(b) Perform a visual inspection to detect damage of the shear link, the shear pin, and the aileron attachment fitting, in accordance with Canadair Regional Jet Alert Service Bulletin S.B. A601R-27-058, Revision 'A,' dated September 8, 1995, and at the time specified in paragraph (b)(1) or (b)(2) of this AD, as applicable.

(1) For airplanes having serial numbers 7003 through 7054 inclusive: Inspect at the next scheduled shear pin replacement, but no later than 30 days after the effective date of the AD.

(2) For airplanes having serial numbers 7055 through 7079 inclusive: Inspect at the next scheduled shear pin replacement, but no later than 400 flight hours after the effective date of the AD.

(c) If no shear pin is found to be damaged during the inspection required by paragraph (b) of this AD, accomplish the requirements of either paragraph (c)(1) or (c)(2), as applicable, at the times specified:

(1) For airplanes having serial numbers 7003 through 7054 inclusive: At the next scheduled shear pin replacement, but no later than 400 flight hours after accomplishing the inspection specified in paragraph (b) of this AD, remove the aileron flutter dampers, shear link, and pivot, in accordance with Canadair Regional Jet Alert Service Bulletin S.B. A601R-27-058, Revision 'A,' dated September 8, 1995. Following removal of the flutter dampers, the shear pin replacement in accordance with the FAA-approved maintenance program is not required.

(2) For airplanes having serial numbers 7055 through 7079 inclusive: Repeat the inspection required by paragraph (b) of this AD at intervals not to exceed 400 flight hours. At the next scheduled shear pin replacement, but no later than 1,500 landings after accomplishing the initial inspection specified in paragraph (b) of this AD, remove the aileron flutter dampers, shear link, and pivot, in accordance with Canadair Regional Jet Alert Service Bulletin S.B. A601R-27-058, Revision 'A,' dated September 8, 1995. Following removal of the flutter dampers, the shear pin replacement in accordance with the FAA-approved maintenance program is not required.

(d) If any shear pin is found to be damaged during the inspection required by paragraph (b) of this AD, prior to further flight, remove the aileron flutter dampers, shear link, and pivot, in accordance with Canadair Regional Jet Alert Service Bulletin S.B. A601R-27-058, Revision 'A,' dated September 8, 1995. Following removal of the flutter dampers, shear pin replacement in accordance with the FAA-approved maintenance program is not required.

(e) If any aileron hinge fitting is found to be damaged during the inspection required by paragraph (b) of this AD, prior to further flight, repair in accordance with Canadair Regional Jet Alert Service Bulletin S.B. A601R-27-058, Revision 'A,' dated September 8, 1995.

(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 4: 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, removal, and repair shall be done in accordance with Canadair Regional Jet Alert Service Bulletin S.B. A601R-27-058, Revision 'A,' dated September 8, 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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centreville, 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 January 4, 1996.

Issued in Renton, Washington, on December 13, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-30961 Filed 12-19-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-245-AD; Amendment 39-9464; AD 95-26-06]

Airworthiness Directives; McDonnell Douglas Model MD-11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model MD-11 series airplanes. This AD requires either that the control circuit breaker of the left fuel pump valve be opened and collared, or that the Airplane Flight Manual (AFM) be revised to prohibit autoland operation

below 100 feet above ground level (AGL). Additionally, this action requires an inspection of the fuel system control panel (FSCP) to detect any mis-wiring, and modification or replacement of the FSCP. This AD also provides for an optional terminating modification for the requirements of the AD. This amendment is prompted by a report of improper wiring of the FSCP during production of these airplanes. The actions specified in this AD are intended to prevent degradation of the automatic landing system during flight due to improper wiring of the FSCP.

DATES: Effective January 4, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 4, 1996.

Comments for inclusion in the Rules Docket must be received on or before February 20, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-245-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Raymond Vakili, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5262; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: The FAA has received a report from McDonnell Douglas indicating that improper wiring of the fuel system control panel (FSCP) on Model MD-11 airplanes was detected during functional checks performed during production. Investigation revealed that the direct current (DC) electrical busses, numbers 1 and 3, had been tied together; this could lead to a single short of one bus, which could adversely affect the operation of the remaining bus. This

condition, if not corrected, could result in degradation of the automatic landing system during flight.

The FAA has reviewed and approved McDonnell Douglas Alert Service Bulletin MD11-28A081, dated November 30, 1995, which describes procedures to open and collar the control circuit breaker, B1-458, of the left fuel dump valve. This will reduce the redundancy of the fuel dump system and the fuel dump rate so that autoland (dual land) operations can be maintained. This alert service bulletin also provides procedures for a conducting a one-time visual inspection of the FSCP to detect any mis-wiring, and various necessary follow-on actions, depending upon the result of the inspection. Necessary follow-on actions include re-identification, modification, or replacement of the FSCP, if necessary. (The McDonnell Douglas alert service bulletin references Honeywell Service Bulletin 4059024-28-2, dated November 22, 1995, as an additional source of service information for inspection, re-identification, and modification of the FSCP.)

Since an unsafe condition has been identified that is likely to exist or develop on other McDonnell Douglas Model MD-11 series airplanes of the same type design, this AD is being issued to prevent degradation of the automatic landing system during flight due to improper wiring of the FSCP. This AD first requires either (1) That the control circuit breaker of the left fuel pump valve be opened and collared, in accordance with the McDonnell Douglas alert service bulletin described previously; or (2) that the FAA-approved Airplane Flight Manual (AFM) be revised to prohibit autoland operation below 100 feet above ground level (AGL).

Second, this AD also requires a one-time visual inspection of the FSCP to detect any mis-wiring, and re-identification, modification, or replacement of the FSCP, if necessary. These actions are required to be accomplished in accordance with the McDonnell Douglas alert service bulletin described previously. Additionally, operators must submit a report of the results of the inspection to the FAA.

This AD also provides for an optional terminating action for the requirements of the AD, which consists of replacing the FSCP with a modified unit.

This is considered to be interim action. The FAA may consider further rulemaking action to require the accomplishment of the optional terminating action currently specified in this AD. However, the proposed

compliance time for accomplishment of that action is sufficiently long so that prior notice and time for public comment will be practicable.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an 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-245-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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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 adding the following new airworthiness directive:

95-26-06 McDonnell Douglas: Amendment 39-9464. Docket 95-NM-245-AD.

Applicability: Model MD-11 series airplanes, manufacturer's fuselage numbers 0447 through 0593 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 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 degradation of the automatic landing system during flight due to improper wiring of the fuel system control panel (FSCP), accomplish the following:

(a) Within 15 days after the effective date of this AD, accomplish the requirements of either paragraph (a)(1) or (a)(2) of this AD.

(1) Revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM), page 5-4, Flight Guidance, Automatic Landing Section, to include the following statement. This may be accomplished by inserting a copy of this AD in the AFM.

"Autoland operation below 100 feet above ground level (AGL) is prohibited. The autopilot must be disconnected prior to descent below 100 feet AGL."

(2) Open and collar the control circuit breaker, B1-458, of the left fuel dump valve, in accordance with Phase 1 of the Accomplishment Instructions of McDonnell Douglas Service Bulletin MD11-28A081, dated November 30, 1995.

Note 2: McDonnell Douglas Alert Service Bulletin MD11-28A081, dated November 30, 1995, references Honeywell Service Bulletin 4059024-28-2, dated November 22, 1995, for specific service instructions.

(b) Within 60 days after the effective date of this AD, perform a visual inspection to determine if the wiring is mis-wired in the fuel system control panel (FSCP), part number 4059024-901, in accordance with McDonnell Douglas Alert Service Bulletin MD11-28A081, dated November 30, 1995.

(1) If the FSCP wiring is not mis-wired (the measured resistance between connector pins J1-T and J3-K is more than 100 ohms), accomplish the requirements of either paragraph (b)(1)(i) or (b)(1)(ii) of this AD:

(i) Continue to operate the airplane provided that the actions specified in either paragraph (a)(1) or (a)(2) have been accomplished; or

(ii) Prior to further flight, re-identify the FSCP, part number 4059024-901, to incorporate modification letter "A" in the FSCP identification plate, in accordance with McDonnell Douglas Service Bulletin MD11-28A081, dated November 30, 1995. This re-identification constitutes terminating action for the requirements of this AD. [The AFM revision as specified in paragraph (a)(1) of this AD, if previously accomplished, may be removed following this re-identification action.]

(2) If the FSCP wiring is mis-wired (the measured resistance between connectors J1-T and J3-K is less than 100 ohms), accomplish the requirements of either paragraph (b)(2)(i) or (b)(2)(ii) of this AD.

(i) Continue to operate the airplane provided that the actions specified in either paragraph (a)(1) or (a)(2) have been accomplished; or

(ii) Prior to further flight, either modify the FSCP, part number 4059024-901; or replace the FSCP, part number 4059024-901, with an FSCP having part number 4059024-901 and

modification letter "A" in the FSCP identification plate; in accordance with McDonnell Douglas Service Bulletin MD11-28A081, dated November 30, 1995. This modification or replacement constitutes terminating action for the requirements of this AD. [The AFM revision as specified in paragraph (a)(1) of this AD, if accomplished previously, may be removed following this modification/replacement.]

(c) Within 10 days after accomplishing the visual inspection required by paragraph (b) of this AD, submit a report of the inspection results (both positive and negative findings) to the Manager, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office (ACO), 3690 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5262; fax (310) 627-5210, Attention: Ray Vakili, ANM-140L. 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.

(d) Installation of an FSCP having part number 4059024-901 and modification letter "A" in the FSCP identification plate, in accordance with McDonnell Douglas Service Bulletin MD11-28A081, dated November 30, 1995, constitutes terminating action for the requirements of this AD.

(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, Los Angeles ACO, 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, Los Angeles ACO.

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

(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 actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD11-28A081, dated November 30, 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 McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846. Attention: Technical Publications Business Administration, Department C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on January 4, 1996.

Issued in Renton, Washington, on December 13, 1995.
Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95-30962 Filed 12-19-95; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 95-ASO-23]

Removal of Class E Airspace; Marietta, GA

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Final rule.

SUMMARY: This amendment removes Class E airspace at Marietta, GA. The required weather observations are not available to Atlanta Tower, the ATC facility having jurisdiction over the Class E2 surface area airspace at the Cobb County-McCollum Field Airport, when the Cobb County-McCollum Field Airport Traffic Control Tower is closed. Therefore, the Class E2 surface area airspace for the airport must be revoked.
EFFECTIVE DATE: 9091 UTC, February 29, 1996.

FOR FURTHER INFORMATION CONTACT: Benny L. McGlamery, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

SUPPLEMENTARY INFORMATION:

History

It is a requirement that weather observations shall be taken at the surface area's primary airport during the times and dates a surface area is designated, and further that the required weather observation shall be transmitted expeditiously to the ATC facility having jurisdiction over the surface area. When the Cobb County-McCollum Field Airport Traffic Control Tower is closed this requirement is not being met. This action will eliminate the impact Class E2 surface area airspace has placed on users of the airspace in the vicinity of the Cobb County-McCollum Field Airport. This rule will become effective on the date specified in the **DATES** section. Since this action removes the Class E2 surface area airspace, which eliminates the impact of Class E2 surface area airspace on users of the airspace in the vicinity of the Cobb County-McCollum Field Airport, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

The Rule

The amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) removes Class E airspace at Marietta, GA. The required weather observations are not available to Atlanta Tower, the ATC facility having jurisdiction over the Class E2 surface area airspace at the Cobb County-McCollum Field Airport, when the Cobb County-McCollum Field Airport Traffic Control Tower is closed. Therefore, the Class E2 surface area airspace for the airport must be revoked.

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. It, therefore, (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 traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

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Paragraph 6002 Class E airspace areas designated as a surface area for an airport.

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ASO GA E2 Marietta, GA [Removed]

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Issued in College Park, Georgia, on October 20, 1995.
Benny L. McGlamery,
Acting Manager, Air Traffic Division, Southern Region.
[FR Doc. 95-30919 Filed 12-19-95; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF COMMERCE

Bureau of Export Administration

15 CFR Parts 771, 779 and 799

[Docket No. 951211296-5296-01]

RIN 0694-AB30

Expansion of General License GLX and GTDR

AGENCY: Bureau of Export Administration.
ACTION: Final rule.

SUMMARY: This final rule revises the Export Administration Regulations (EAR) by expanding General License GLX eligibility to include: microprocessors with a composite theoretical performance not exceeding 500 million theoretical operations per second; memory integrated circuits; certain digital integrated circuits; field programmable gate arrays and logic arrays; portable (personal) or mobile radiotelephones not capable of end-to-end encryption; and software to protect against computer viruses.

In addition, revisions have been made to expand eligibility for General License GTDR with written assurance to include virus protection software controlled under ECCN 5D13A.c.

This rule also revises the list of "Additional Items Eligible for General License GLX" included in a supplement to the General License section of the EAR to reflect the expansion of General License GLX, and makes editorial corrections to the permissive reexport provisions for technical data.

The expansion of General License GLX and GTDR to include additional items will reduce paperwork and licensing delays for exporters, and will focus controls on exports that are of direct strategic concern.

EFFECTIVE DATE: This rule is effective December 20, 1995.

FOR FURTHER INFORMATION CONTACT: For questions of a general nature, call Nancy Crowe, Bureau of Export Administration, Telephone: (202) 482-2440.

For questions of a technical nature on digital mobile telephones call Joseph Young, Bureau of Export Administration, Telephone: (202) 482-4197.