

staple cotton, upland cotton, feed grains, wheat, peanuts, oilseeds, and sugar;

(2) Loans or any other USDA provided farm credit including guaranteed and direct farm ownership loans, operating loans, and emergency loans under the Consolidated Farm and Rural Development Act; and

(3) The Conservation Reserve Program.

(b) The requirement that you obtain catastrophic risk protection will apply to all new and amended applications, contracts and loans obtained after October 13, 1994.

Done in Washington, D.C., on December 21, 1994

Suzette Dittrich,

Acting Manager, Federal Crop Insurance Corporation.

[FR Doc. 95-356 Filed 1-3-95; 3:38 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-NM-225-AD Amendment 39-9115; AD 95-01-04]

Airworthiness Directives; Boeing Model 747-100 Series Airplanes Equipped With Freighter Conversion Modification Installed in Accordance With Supplemental Type Certificate (STC) SA2322SO

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 Boeing Model 747-100 series airplanes. This action requires an inspection to detect discrepancies of the lap joint in certain fuselage stations, repair of any discrepancies, and modification of a certain lap joint. This amendment is prompted by reports of holes in the lap joints and longerons of these airplanes. The actions specified in this AD are intended to prevent reduced fatigue life of the fuselage in the areas in which holes are found.

DATES: Effective January 23, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 23, 1995.

Comments for inclusion in the Rules Docket must be received on or before March 7, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-

225-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from GATX/Airlog Company, Tulsa International Airport, P.O. Box 582527, Tulsa, Oklahoma 74158. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Steven C. Fox, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2777; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: On July 3, 1990, the FAA issued AD 90-15-06, amendment 39-6653 (55 FR 28600, July 12, 1990), applicable to certain Boeing Model 747 series airplanes, to require inspection to detect cracking and corrosion of the skin lap joints in the fuselage upper lobe, and repair, if necessary. Recently, operators of Model 747-100 series airplanes have reported finding "hidden" open fastener holes in the middle row of the lap joint, as well as misdrilled holes, elongated holes, "figure eight" holes, and short-edged margins in the fastener holes of the fuselage skin. Additionally, one operator reported finding multiple open, misdrilled, and "figure eight" fastener holes in the structural longeron beneath the lap joints. These holes were found during inspections being performed in accordance with AD 90-15-06. In each case, these holes were found on Boeing Model 747-100 series airplanes that had been modified by GATX/Airlog Company in accordance with Supplemental Type Certificate (STC) SA2322SO.

Fastener holes in the lap joint and longeron of the fuselage, if not corrected, could reduce the fatigue life of the fuselage in the affected area.

GATX installed a main deck cargo side door on these airplanes as part of a conversion that reconfigured these airplanes to freighters. The modification includes installation of an external doubler over portions of the lap joint of the fuselage skin at stringer 4L between fuselage stations 1660 and 2040. The installation of the doubler makes it impossible to perform the inspection required by AD 90-15-06 without first removing the doubler to perform the inspection. The modification also entails removal of the original lap joint hat section stringer and replacement

with a "T" section longeron. This longeron was designed to carry body bending loads around the door structure.

The FAA has reviewed and approved GATX/Airlog Service Bulletin 94-MG-1000-009, dated May 4, 1994, which describes procedures for modification of the longitudinal lap joint in the upper body skin of stringer 4L, at fuselage station (FS) 1689.5 to FS 1741.1, and FS 1961.1 to FS 2010.5. This modification entails removal of two sections of the lap joints in stringer 4L. These lap joints currently are hidden by the modification that was accomplished in accordance with STC SA2322SO. Removal of these sections of the lap joint also constitutes terminating action for the inspections required by AD 90-15-06 for the lap joint section that was removed.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent reduced fatigue life of the fuselage in the area in which holes are found. This AD requires a one-time detailed close visual inspection of the lap joint of stringer 4L from fuselage stations 1660 to 2040 to detect discrepancies (such as corrosion, cracking, open holes, misdrilled holes, and any freeze plugs in the fuselage skin and internal stringer or longerons). Any discrepancy detected must be repaired in accordance with a method approved by the FAA. Additionally, this AD requires that operators submit a report of their findings, positive or negative, to the FAA.

This AD also requires modification of the longitudinal lap joint in the upper body skin of stringer 4L at FS 1689.5 to FS 1741.1, and FS 1961.1 to FS 2010.5. The modification is required to be accomplished in accordance with the service bulletin described previously. Accomplishment of this modification terminates the inspections required by AD 90-15-06 at this location only.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of

compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been included in this rule to clarify this requirement.

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 94-NM-225-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 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

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

95-01-04 Boeing: Amendment 39-9115. Docket 94-NM-225-AD.

Applicability: Model 747-100 series airplanes equipped with freighter conversion modification installed in accordance with Supplemental Type Certificate (STC) SA2322SO, 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) 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 reduced fatigue life of the fuselage, accomplish the following:

(a) Within 90 days after the effective date of this AD, perform a detailed close visual inspection of the tee chord and lap joint of stringer 4L from fuselage station (FS) 1660 to FS 2040 to detect discrepancies (such as corrosion, cracking, open holes, misdrilled holes, and any freeze plugs in the fuselage skin and internal stringer or longerons). External structural doublers must be removed to perform this inspection.

(1) If no discrepancy is detected, prior to further flight, modify the longitudinal lap joints of the upper body skin at stringer 4L at FS 1689.5 to FS 1741.1, and FS 1961.1 to FS 2010.5, in accordance with GATX/Airlog Service Bulletin 94-MG-1000-009, dated May 4, 1994. Accomplishment of this modification constitutes terminating action for the inspections required by AD 90-15-06, amendment 39-6653.

(2) If any discrepancy is detected, prior to further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(b) Within 30 days after the airplane is returned to service subsequent to the completion of the inspection required by paragraph (a) of this AD, submit a report of the findings of that inspection, positive or negative, to the FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; or fax the report to (206) 227-1181. The report must include the information contained in paragraphs (b)(1), (b)(2), (b)(3), and (b)(4) of this AD. 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.

(1) Serial number of the airplane;

(2) Date of completion of the modification installed in accordance with STC SA2322SO;

(3) Date of the last inspection performed in accordance with the requirements of AD 90-15-06, amendment 39-6653; and

(4) Description and location of each discrepancy detected during the inspection required by paragraph (a) of this AD.

(c) As of the effective date of this AD, modification of the longitudinal lap joints of the upper body skin at stringer 4L, FS 1689.5 to FS 1741.1, and FS 1961.1 to FS 2010.5, must be accomplished in accordance with GATX/Airlog Service Bulletin 94-MG-1000-009, dated May 4, 1994, prior to installation of Supplemental Type Certificate (STC) SA2322SO on any airplane in accordance with the STC.

(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, Seattle Aircraft Certification Office (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, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle 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 modification shall be done in accordance with GATX/Airlog Service Bulletin 94-MG-1000-009, dated May 4, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from GATX/Airlog Company, Tulsa International Airport, P.O. Box 582527, Tulsa, Oklahoma 74158. 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 January 23, 1995.

Issued in Renton, Washington, on December 27, 1994.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-283 Filed 1-5-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 94-AGL-33]

Establishment of Class E Airspace Areas; Moline, IL, Springfield, IL, Grand Rapids, MI, and South Bend, IN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace areas at Quad-City Airport, Moline, IL; Capital Airport, Springfield, IL; Kent County International Airport, Grand Rapids, MI; and Michiana Regional Transportation Center Airport, South Bend, IN. Presently, these areas are designated as Class C airspace when the associated control towers are in operation. However, controlled airspace to the surface is needed when the control towers located at these airports are closed. The intended effect of this action is to provide adequate Class E airspace for instrument flight rule (IFR) operations when these control towers are closed.

EFFECTIVE DATE: 0901 UTC, March 30, 1995.

FOR FURTHER INFORMATION CONTACT: Jeffrey L. Griffith, Air Traffic Division, System Management Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On November 30, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace areas at Moline, IL, Springfield, IL, Grand Rapids, MI, South Bend, IN (59 FR 61299). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations are published in Paragraph 6002 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations establishes Class E airspace areas at Moline, IL, Springfield, IL, Grand Rapids, MI, and South Bend, IN. Currently these airspace areas are designated as Class C when the associated control towers are in operation. However, controlled airspace to the surface is needed for IFR operations at Quad-City Airport, Moline, IL; Capital Airport, Springfield, IL; Kent County International Airport, Grand Rapids, MI; and Michiana Regional Transportation Center Airport, South Bend, IN, when the control towers are closed. The intended effect of this action is to provide adequate Class E airspace for IFR operations at these airports when these control towers are closed.

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. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

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

* * * * *

AGL IL E2 Moline, IL [New]

Moline, Quad-City Airport, IL
(Lat. 41°26'56" N., long. 90°30'24" W.)

Within a 5-mile radius of the Quad-City Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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AGL IL E2 Springfield, IL [New]

Springfield, Capital Airport, IL
(Lat. 39°50'38" N., long. 89°40'39" W.)

Within a 5-mile radius of the Capital Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

AGL MI E2 Grand Rapids, MI [New]

Grand Rapids, Kent County International Airport, MI
(Lat. 42°52'58" N., long. 85°31'26" W.)

Within a 5-mile radius of the Kent County International Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will