

actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$64,320, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, 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:

95-23-10 Boeing: Amendment 39-9430.
Docket 95-NM-28-AD.

Applicability: All Model 737 series airplanes, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the flightcrew is provided with additional procedures necessary for shutting down the auxiliary power unit (APU) in the event of an APU fire, accomplish the following:

(a) Within 6 months after the effective date of this AD, revise the Emergency Procedures Section of the FAA-approved Airplane Flight Manual (AFM) to include the following procedures, which will ensure that the flightcrew is able to shut down the APU when an APU fire is indicated. This may be accomplished by inserting a copy of this AD in the AFM.

“APU FIRE WARNING

RECALL	
APU Fire Warning Switch.	PULL AND ROTATE
APU Switch	OFF
REFERENCE	
Master Fire Warning.	RESET”

(b) 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: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(c) 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.

(d) This amendment becomes effective on December 13, 1995.

Issued in Renton, Washington, on November 6, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-27914 Filed 11-9-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-217-AD; Amendment 39-9424; AD 95-23-04]

Airworthiness Directives; British Aerospace Model BAC 1-11 400 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 all British Aerospace

Model BAC 1-11 400 series airplanes. This action requires an inspection of the rod ends of the lift dumper to detect drill holes; a dye penetrant inspection to detect any cracking of drilled holes; and replacement of the rod end with an undrilled rod end, if necessary. This amendment is prompted by a report that, during a routine examination of the operating mechanism of the lift dumper, two cracked aft rod ends were found. Investigation revealed that holes had been drilled in the rod ends for grease nipples during manufacturing, and that cracking had developed at the holes. The actions specified in this AD are intended to prevent asymmetric deployment and subsequent lateral control problems due to cracking of either pair of aft rod ends of the operating mechanism of the lift dumper. **DATES:** Effective November 28, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 28, 1995.

Comments for inclusion in the Rules Docket must be received on or before January 12, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-217-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from British Aerospace, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. This information may be examined at the 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: Tim Backman, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on certain British Aerospace Model BAC 1-11 400 series airplanes. The CAA advises that, during a routine examination of the operating mechanism of the lift dumper, cracking was found on two aft rod ends (one per wing) on a British Aerospace Model BAC 1-11 500 series airplane. Investigation revealed that, during manufacture, holes had been drilled in

the rod ends for grease nipples. The cracking had developed at the point where an external grease nipple had been fitted to the eye-end of the rods, and caused the failure of the rod ends. This condition, if not corrected, could result in uncontrolled asymmetric deployment and subsequent lateral control problems, particularly at low speeds with the flaps extended.

The subject aft rod ends installed on Model BAC 1-11 500 series airplanes are similar to those installed on Model BAC 1-11 400 series airplanes. Therefore, Model BAC 1-11 400 series airplanes are subject to this same unsafe condition. (The Model BAC 1-11 500 is not type certificated for operation in the United States.)

British Aerospace has issued Alert Service Bulletin 27-A-PM6034, Issue 1, dated October 6, 1995, which describes procedures for visual inspection to detect drill holes for a grease nipple in the housing of the rod ends. If drill holes are detected, the alert service bulletin also describes procedures for a dye penetrant inspection to detect any cracking of the drill holes, and eventual replacement of the rod end with an undrilled rod end. The CAA classified this alert service bulletin as mandatory in order to assure the continued airworthiness of these airplanes in the United Kingdom.

This airplane model is manufactured in the United Kingdom and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, 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 asymmetric deployment and subsequent lateral control problems, particularly at low speeds with the flaps extended, due to failure of either pair of aft rod ends of the lift dumper operating mechanism. This AD requires a visual inspection of the lift dumper to detect drill holes in the rod ends. This AD also requires a dye penetrant inspection to detect any cracking if drill holes are detected, and eventual replacement of the rod ends with rod ends that have not

been drilled for a grease nipple. The actions are required to be accomplished in accordance with the alert service bulletin described previously.

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-217-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. 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

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

95-23-04 British Aerospace Airbus Limited (Formerly British Aerospace Commercial Aircraft Limited, British Aerospace Aircraft Group): Amendment 39-9424. Docket 95-NM-217-AD.

Applicability: All Model BAC 1-11 400 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (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.

Note 2: Inspections and replacement of the rod ends in accordance with British Aerospace Campaign Wire 27-CW-PM6034, dated May 18, 1995, are considered to be acceptable for compliance with the actions specified in this AD.

To prevent asymmetric deployment and subsequent lateral control problems, particularly at low speeds with the flaps extended, due to cracking of either pair of aft rod ends of the lift dumper operating mechanism, accomplish the following:

(a) Within 100 flight hours or 30 days after the effective date of this AD, whichever occurs first: Perform a visual inspection to detect drill holes for a grease nipple in the housing of the rod ends of the lift dumper, in accordance with British Aerospace Alert Service Bulletin 27-A-PM6034, Issue 1, dated October 6, 1995.

(b) If no drill holes for a grease nipple are found, no further action is required by this AD.

(c) If any drill hole for a grease nipple is found, prior to further flight, perform a dye penetrant inspection to detect cracking of the rod eye-end, in accordance with British Aerospace Alert Service Bulletin 27-A-PM6034, Issue 1, dated October 6, 1995. Pay particular attention to the area surrounding the grease nipple hole.

(1) If no cracking is found, accomplish the requirements of paragraphs (c)(1)(i) and (c)(1)(ii) of this AD.

(i) Repeat the inspection required by paragraph (c) of this AD thereafter at intervals not to exceed 100 flight hours until the rod ends are replaced in accordance with paragraph (c)(1)(ii) of this AD.

(ii) Within 60 days after the effective date of this AD, replace the drilled rod end with an undrilled rod end, in accordance with the alert service bulletin. Accomplishment of this replacement constitutes terminating action for the inspections required by paragraph (c)(1)(i) of this AD.

(2) If any cracking is found, prior to further flight, replace the rod end with an undrilled rod end, in accordance with British Aerospace Alert Service Bulletin 27-A-PM6034, Issue 1, dated October 6, 1995.

(d) As of the effective date of this AD, no person shall install on any airplane a rod end, part number RMX 7GUE, having any holes drilled for a grease nipple; nor shall any person drill any holes for a grease nipple in a rod end having part number RMX 7GUE on any airplane.

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

(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 inspections and replacement of the rod ends shall be done in accordance with British Aerospace Alert Service Bulletin 27-A-PM6034, Issue 1, dated October 6, 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 British Aerospace, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on November 28, 1995.

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

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-27786 Filed 11-9-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-ANE-34; Amendment 39-9402, AD 95-21-15]

Airworthiness Directives; Teledyne Continental Motors Reciprocating Engines

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 Teledyne Continental Motors (TCM) reciprocating engines installed on certain aircraft identified by registration numbers. This action supersedes priority letter AD 94-14-12 that currently requires engines certified to operate on 91 octane or higher aviation gasoline (avgas) to undergo a teardown and analytical inspection for detonation damage, and engines certified to operate on 80 octane avgas to undergo inspection for evidence of possible internal engine damage. This action revises incorrect engine model numbers and aircraft registration numbers listed in the priority letter AD. This amendment is

prompted by the Federal Aviation Administration (FAA) receiving more accurate information concerning which aircraft were fueled with the contaminated mixture at the affected airports. The actions specified by this AD are intended to prevent detonation due to low octane, which can result in severe engine damage and subsequent failure.

DATES: Effective November 28, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 28, 1995. Comments for inclusion in the Rules Docket must be received on or before January 12, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-34, 12 New England Executive Park, Burlington, MA 01803-5299.

The service information referenced in this AD may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (334) 438-3411. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Locke Easton, Aerospace Engineer, Engine and Propeller Standards Staff, FAA, Engine and Propeller Directorate, 12 New England Executive Park; telephone (617) 238-7113, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: On June 23, 1994, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 94-14-12, applicable to Teledyne Continental Motors (TCM) A-65-8, C-85-12, E-185-11, O-200, O-300-D, GO-300, IO-360-G, IO-360-K, TSIO-360, O-470-L, O-470-R, O-470-U, IO-470-C, IO-470-E, IO-470-F, IO-470-L, IO-470-N, IO-470-S, IO-470-V, IO-520-A, IO-520-B, IO-520-C, IO-520-D, IO-520-F, IO-520-K, IO-520-M, TSIO-520, TSIO-520-C, TSIO-520-M, TSIO-520-N, TSIO-520-UB, GTSIO-520, IO-550-C, and R-670 reciprocating engines, installed on the following U.S. registered aircraft: N101G, N101JB, N101PQ, N1077B, N11PT, N111MK, N114R, N1162D, N1167J, N1208U, N121LG, N124WN, N13159, N1344V, N1360L, N140NL, N1503S, N1556T, N1584V, N16165, N166AU, N1672R, N1680R, N172CB, N1724T, N17793, N179SV, N1806F, N1818L, N182MC,