

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 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 the Federal Aviation Administration Order 7400.9C, Airspace Designation and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6005 The Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AGL WI E5 Rice Lake, WI [Revised]

Rice Lake Regional-Carl's Field Airport, WI
(lat. 45°25'14" N, long. 91°46'25" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Rice Lake Regional-Carl's Field Airport, excluding that airspace within the Cumberland, WI, airspace area.

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Issued in Des Plaines, Illinois on November 8, 1995.

Maureen Woods,

Acting Manager, Air Traffic Division.

[FR Doc. 95-28740 Filed 11-22-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 95-NM-95-AD]

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Jetstream Model 4101 airplanes. This proposal would require inspections of the handrail assembly at the main entrance door to detect loose or missing rivets, abnormal movement between the handrail pivot-tube and the spigot that attaches to the bearing assembly, and cracks on the handrail pivot-tube. It would also require repair or replacement of the assembly, if necessary. This proposal is prompted by a report indicating that fatigue cracks and loose rivets were found on the handrail assembly of the main passenger entrance door on an in-service airplane. The actions specified by the proposed AD are intended to prevent these conditions, which can lead to the failure of the door handrail assembly; such failure could allow the door to fall free and subsequently cause injury to people on the airplane or on the ground.

DATES: Comments must be received by January 2, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-95-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

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

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-95-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, has notified the FAA that an unsafe condition may exist on certain Jetstream Model 4101 airplanes. The CAA advises that cracks and loose rivets have been found on the handrail assembly of the main passenger entrance door. These conditions are the result of fatigue stress. If such cracking were to lead to complete failure of the handrail assembly, the entrance door, which is hinged on the bottom, could fall free. This condition, if not corrected, could result in injury to passengers, flightcrew, or groundcrew.

Description of Relevant Service Information

Jetstream has issued Alert Service Bulletin J41-A52-036, dated June 13, 1994, which describes procedures for conducting repetitive inspections of the handrail assembly at the main entrance door to detect:

1. loose or missing rivets,
2. abnormal movement between the handrail pivot-tube and the spigot that attaches to the bearing assembly, and
3. cracks on the handrail pivot-tube.

If the inspection reveals evidence of loose or missing rivets or abnormal movement between the handrail pivot-tube and the spigot, the service bulletin calls for removing the rivets and conducting inspections for elongation of the rivet holes and for cracks in the pivot tube under the cross-tube fitting and pivot rod.

If the inspection reveals evidence of elongation of the rivet holes, the service bulletin calls for drilling the holes to a certain maximum diameter and installation of new rivets.

If any of the inspections reveal evidence of cracking in the assembly, the service bulletin calls for installing either:

1. a standard handrail assembly;
2. an interim reinforcement of the handrail assembly, or
3. structural improvements to the door and door support, and a completely redesigned handrail assembly.

If a standard handrail assembly is installed, the repetitive inspections must continue. If the interim reinforcement is installed, or if the

structural improvements and redesigned handrail assembly are installed, the repetitive inspections are no longer needed.

The CAA classified this service bulletin as mandatory in order to assure the continued airworthiness of these airplanes in the United Kingdom.

Jetstream also has issued Service Bulletin J41-52-041-42619, dated June 13, 1994, which describes procedures for installing an interim reinforcement of the handrail assembly (Customer Option Kit No. JK2619). The reinforcement entails installing a new improved pivot trunnion and handrail pivot tube to strengthen the main handrail sub-assembly. The CAA classified this service bulletin as optional.

Additionally, Jetstream Service Bulletin J41-52-041-42619 refers to Flight Refuelling Service Bulletin 6020303-52-1, dated June 10, 1994, which contains detailed instructions for installing the interim reinforcement of the handrail assembly, identified as "Flight Refuelling Modification No. 60291." When the reinforcement is installed, the part number of the handrail assembly is changed to "Flight Refuelling Part Number 6020203 Issue D."

Jetstream also has issued Service Bulletin J41-52-025, dated February 11, 1994, which describes procedures for installing structural improvements of the door and door support, and a completely redesigned handrail assembly (Modification No. JM41224A). Once all of these items are installed, the resulting assembly is stronger and has improved fatigue life. The CAA also classified this service bulletin as optional.

Additionally, Jetstream Service Bulletin J41-52-025 refers to Flight Refuelling Service Bulletin 6020303-52-2, Revision 1, dated December 10, 1993, which contains detailed instructions for installing the completely redesigned handrail assembly, specified as Flight Refuelling Part No. 6020205. The redesigned handrail assembly includes a new latch mechanism and tensor spring to secure (safety) the overcenter lock. It also includes new gas struts that have better reliability.

Description of the Proposed Rule

The Jetstream Model 4101 airplane 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, the proposed AD would require repetitive inspections of the handrail assembly at the main entrance door to detect loose or missing rivets; abnormal movement between the handrail pivot-tube and the spigot that attaches to the bearing assembly; and cracks on the handrail pivot-tube.

If evidence of loose/missing rivets or abnormal movement is detected, operators would be required to accomplish various corrective procedures. If cracking is detected, operators would be required to correct the discrepancy by either:

1. replacing the handrail assembly with a serviceable like part, and continuing with the repetitive inspections; or
2. installing an interim reinforcement of the handrail assembly, which would constitute terminating action for the repetitive inspections; or
3. installing structural improvements of the door and door support, and a completely redesigned handrail assembly, which would constitute terminating action for the repetitive inspections.

The proposed actions would be required to be accomplished in accordance with the Jetstream service bulletins described previously.

Economic Impact

The FAA estimates that 4 airplanes of U.S. registry would be affected by this proposed AD. To accomplish the proposed inspections, it would take approximately 1 work hour per airplane, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$240, or \$60 per airplane, per inspection.

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

Regulatory Impact

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Jetstream: Docket 95-NM-95-AD.

Applicability: Model 4101 airplanes; equipped with handrail assembly, Part No. 6020203 Issue C, with Modification No. JM41179 (reference Jetstream Alert Service Bulletin J41-A52-009); 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 failure of the entrance door handrail assembly, which subsequently could result in injury to passengers, flightcrew, or groundcrew, accomplish the following:

(a) Within 50 landings after the effective date of this AD, conduct a detailed visual inspection of the handrail assembly at the main entrance door to detect loose or missing rivets, abnormal movement between the handrail pivot-tube and the spigot that attaches to the bearing assembly, and cracks on the handrail pivot-tube, in accordance with Jetstream Alert Service Bulletin J41-A52-036, dated June 13, 1994.

(b) If no cracks or other discrepancies are detected during the inspection required by paragraph (a) of this AD, repeat the inspection thereafter at intervals not to exceed 300 hours time-in-service.

(c) If evidence of any loose or missing rivet is revealed, or if abnormal movement between the handrail pivot-tube and the spigot that attaches to the bearing assembly is detected, as a result of any of the inspections required by this AD, prior to further flight, accomplish the procedures specified in paragraph 2.B.(4) of Jetstream Alert Service Bulletin J41-A52-036, dated June 13, 1994. Thereafter, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 300 hours time-in-service.

(d) If evidence of cracking is revealed as a result of any of the inspections required by this AD, prior to further flight, accomplish the requirements of either paragraph (d)(1), (d)(2), or (d)(3) of this AD:

(1) Install a new handrail assembly, Part No. 6020203 Issue C standard, as specified in paragraph 2.B.(5)(d) of Jetstream Service Bulletin J41-A52-036, dated June 13, 1994. After installation, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 300 hours time-in-service. Or

(2) Install the interim reinforcement of the handrail assembly (Customer Option Kit. No. Jk42619) in accordance with Jetstream Service Bulletin J41-52-041-42619, dated June 13, 1994. Such installation constitutes terminating action for the inspections required by this AD. Or

Note 2: Jetstream Service Bulletin J41-52-041-42619 refers to Flight Refuelling Service Bulletin 6020303-52-1 for additional installation information.

(3) Install the structural improvements of the door and door support, and the completely redesigned door handrail assembly, in accordance with Jetstream Service Bulletin J41-52-025, dated February

11, 1994. Such installation constitutes terminating action for the inspections required by this AD.

Note 3: Jetstream Service Bulletin J41-52-025 refers to Flight Refuelling Service Bulletin 6020303-52-2 for additional installation information.

(e) Terminating action for the inspections required by this AD consists of installation of the item(s) specified in either paragraph (e)(1) or (e)(2) of this AD:

(1) Installation of the interim reinforcement of the handrail assembly (Customer Option Kit. No. Jk42619) in accordance with Jetstream Service Bulletin J41-52-041-42619, dated June 13, 1994. Or

(2) Installation of the structural improvements of the door and door support, and the completely redesigned door handrail assembly, in accordance with Jetstream Service Bulletin J41-52-025, dated February 11, 1994.

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

(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. Issued in Renton, Washington, on November 15, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-28524 Filed 11-22-95; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Parts 201, 208, 314, and 601

[Docket No. 93N-0371]

RIN 0910-AA37

Prescription Drug Product Labeling; Medication Guide Requirements; Extension of Comment Period

AGENCY: Food and Drug Administration, HHS.

ACTION: Proposed rule; extension of comment period.

SUMMARY: The Food and Drug Administration (FDA) is extending to

December 22, 1995, the comment period for the proposed rule for Prescription Drug Product Labeling; Medication Guide Requirements, which appeared in the Federal Register of August 24, 1995 (60 FR 44182). FDA is taking this action in response to several requests for an extension of the comment period.

DATES: Written comments by December 22, 1995.

ADDRESSES: Submit written comments to the Dockets Management Branch (HFA-305), Food and Drug Administration, 12420 Parklawn Dr., rm. 1-23, Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT: Louis A. Morris, Center for Drug Evaluation and Research (HFD-240), Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-594-6818.

SUPPLEMENTARY INFORMATION: In the Federal Register of August 24, 1995 (60 FR 44182), FDA published a proposed rule for Prescription Drug Product Labeling; Medication Guide Requirements. Interested persons were given until November 22, 1995, to submit comments on the proposal. In response to the proposal, FDA received several requests for an extension of the comment period for an additional 90 days. Requestors specified that this extension would allow sufficient time to adequately review and analyze the proposal by various organization members, in order to formulate and submit comments. After careful consideration, FDA is granting a 30-day extension. Accordingly, the comment period is extended to December 22, 1995.

Interested persons may, on or before December 22, 1995, submit to the Dockets Management Branch (address above) written comments regarding the proposal. Two copies of any comments are to be submitted, except that individuals may submit one copy. Comments are to be identified with the docket number found in brackets in the heading of this document. Received comments may be seen in the office above between 9 a.m. and 4 p.m., Monday through Friday.

Dated: November 13, 1995.

William K. Hubbard,

Acting Deputy Commissioner for Policy.

[FR Doc. 95-28520 Filed 11-22-95; 8:45 am]

BILLING CODE 4160-01-F