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

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

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

96–01–07 Airbus: Amendment 39–9483. Docket 95–NM–229–AD.

Applicability: Model A330 series airplanes having manufacturer's serial number (MSN) 030, 037, 045, 054, 055, 059, 060, 062, or 070; and Model A340 series airplanes having MSN 005 through 009 inclusive, 011, 013 through 016 inclusive, 018 through 029 inclusive, 031, 032, 033, 035, 036, 038, 039, 040, 043, 046 through 049 inclusive, 051, 052, 053, 057, 058, 063, 074, 076, or 082; 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 (b) 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 fuel leakage from the trim tank fuel transfer line due to loose attachment screws at the pressure switch 7QC connection, accomplish the following:

(a) Within 100 flight hours after the effective date of this AD, inspect the attachment screws at the pressure switch 7QC connection for proper torque value and lockwiring, in accordance with Airbus All Operators Telex (AOT) 28–05, dated December 28, 1994.

(1) If any screw is not torqued to the correct value specified in the AOT, prior to further flight, torque the screw to that value.

(2) If any lockwire is missing, prior to further flight, install a lockwire in accordance with the AOT.

(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, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(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) The inspection and correction of discrepancies shall be done in accordance with Airbus All Operator Telex 28–05, dated December 28, 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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.

(e) This amendment becomes effective on February 5, 1996.

Issued in Renton, Washington, on January 3, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–258 Filed 1–18–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–CE–33–AD; Amendment 39–9474; AD 95–26–14]

Airworthiness Directives; Beech Aircraft Corporation Model 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Beech Aircraft Corporation (Beech) Model 1900D airplanes. This action will require inspecting the cabin partition to ensure that a right-hand forward partition bracket exists on certain airplanes, installing this bracket if it does not exist, and improving the right-hand forward partition installation on all affected airplanes. The actions specified by this AD are intended to prevent cabin partition failure because of a structural deficiency in the bracket or if the bracket is not installed, which, if not detected and corrected, could cause passenger injury if the partition could not withstand the load incurred with the baggage compartment loaded to its 250-pound limit.

DATES: Effective January 31, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 31, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201–0085. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 94–CE–33–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Steve Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4124; facsimile (316) 946–4407.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Beech Model 1900D airplanes was published in the Federal Register on April 17, 1995 (60 FR 19172). The action proposed to require inspecting the right-hand forward partition on certain serial number airplanes to

ensure that the partition bracket exists, installing this bracket if it does not exist, and incorporating a structural improvement to the right-hand forward partition on all affected airplanes. Accomplishment of the proposed action will be in accordance with Kit Drawing No. 129–5007, as referenced in Beech Service Bulletin No. 2556, Revision 1, dated February 1995.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public. Since issuance of the NPRM, the FAA realized that it inadvertently miscalculated the cost impact upon the public, specifically the number of airplanes affected and the number of workhours necessary to accomplish the actions. The final rule has been revised to incorporate these updated cost figures. The FAA does not believe that these changes will adversely affect this AD action.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 83 airplanes in the U.S. registry will be affected by the required inspection and possible installation and 91 airplanes worldwide will be affected by the required modification. The required inspection and possible installation will take approximately 6 workhours per airplane to accomplish and the required modification will take approximately 4 workhours to accomplish, with a labor rate of $60 an hour. Parts for the required modification cost approximately $650 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $103,750. This figure is based on the assumption that no owner/operator of the affected airplanes has accomplished the modification and no airplane has a right-hand forward partition bracket installed and would need one installed.

Beech has informed the FAA that it has distributed parts (Kit No. 129–5007–1 S) to accommodate approximately 58 of the affected airplanes. Assuming that each of these distributed kits is incorporated on one of the affected airplanes, the cost of this AD would be further reduced by $72,500 from $103,750 to $31,250.

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 copy of the final 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, 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 a new airworthiness directive (AD) to read as follows:

AD NO. 95–26–14 Beech Aircraft Corporation: Amendment 39–9474; Docket No. 94–CE–33–AD.

Applicability: Model 1900D airplanes, serial numbers UE–2 through UE–92, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability revision, 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 request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 400 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent cabin partition failure because of a structural deficiency, which, if not detected and corrected, could cause passenger injury if the partition could not withstand the load incurred with the baggage compartment loaded to its 250-pound limit, accomplish the following:

(a) For airplanes incorporating one of the following serial numbers: UE–2 through UE–68, UE–70 through UE–72, or UE–74 through UE–77, inspect the cabin partition to ensure that a right-hand partition bracket, part number (P/N) 129–530043–79, exists. If this bracket does not exist, prior to further flight, install this bracket with P/N MS27039–1–09 screws and P/N AN960PD10 washers in accordance with Kit Drawing No. 129–5007 as referenced in Beech Service Bulletin (SB) No. 2556, Revision 1, dated February 1995.

(b) For all affected serial numbers (UE–2 through UE–92), improve the right-hand forward partition installation in accordance with Kit Drawing No. 129–5007, as referenced in Beech SB No. 2556, Revision 1, dated February 1995.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) The installation and modification required by this AD shall be done in accordance with Kit Drawing No. 129–5007, as referenced in Beech Service Bulletin No. 2556, Revision 1, dated February 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 the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201–0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(f) This amendment (39–9474) becomes effective on January 31, 1996.

Issued in Kansas City, Missouri, on December 20, 1995.

Dwight A. Young,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–483 Filed 1–18–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–97–AD; Amendment 39–9478; AD 96–01–02]

Airworthiness Directives; McDonnell Douglas Model MD–11 Series Airplanes Equipped with Pratt & Whitney Model PW4460 and PW4462 Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain McDonnell Douglas Model MD–11 series airplanes, that currently requires a visual inspection to detect cracks or discrepancies in the aft mount beam assembly of the engines; and replacement of the cracked or discrepant aft mount beam assembly with a new assembly, or a previously inspected and re-identified assembly. That amendment was prompted by reports of cracking in a certain aft mount beam assembly. This new amendment requires additional inspections to detect cracks or discrepancies in the subject area, and various follow-on actions. The actions specified by this amendment are intended to prevent cracks in the aft mount beam assembly of the engines, which could result in loss of the capability of the aft mount beam assembly to support engine loads, and possible separation of the engine from the airplane.

DATES: Effective February 20, 1996.

The incorporation by reference of McDonnell Douglas Alert Service Bulletin MD11–71A073, Revision 2, dated October 10, 1995, as listed in the regulations is approved by the Director of the Federal Register as of February 20, 1996.

The incorporation by reference of McDonnell Douglas Alert Service Bulletin MD11–71A073, Revision 1, dated May 16, 1995, as listed in the regulations, was approved previously by the Director of the Federal Register as of June 16, 1995 (60 FR 28527, June 1, 1995).

ADDRESSES: 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 Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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: Wahib Mina, Aerospace Engineer, Airframe Branch, ANM–120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627–5324; fax (310) 627–5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 95–11–13, amendment 39–9246 (60 FR 28527, June 1, 1995), which is applicable to certain McDonnell Douglas Model MD–11 series airplanes, was published in the Federal Register on June 26, 1995 (60 FR 32926). [A correction of that rule was published in the Federal Register on June 15, 1995 (60 FR 31387).] The action proposed to continue to require the one-time visual inspection to detect cracks or discrepancies in the aft mount beam assembly of the engines; and replacement of the aft mount beam assembly, if necessary. It also proposed to add etch fluorescent penetrant inspections as well as eddy current inspections to detect cracks or discrepancies in the aft mount beam assembly of the engines; and to require various follow-on actions.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter supports the proposed rule.

Two commenters request that the proposed rule be revised to cite the latest revision of McDonnell Douglas Alert Service Bulletin MD11–71A073 as an additional source of service information. The FAA concurs. Since the issuance of the proposed rule, the FAA has reviewed and approved Revision 2 of McDonnell Douglas Alert Service Bulletin MD11–71A073, dated October 10, 1995. Except for minor edits, this revised service bulletin is essentially identical to Revision 1 and does not entail any additional work on the part of affected operators. The FAA has revised the final rule to reference Revision 2 of the service bulletin as an additional source of service information.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 57 Model MD–11 series airplanes equipped with Pratt & Whitney Model PW4460 and PW4462 engines of the affected design in the worldwide fleet. The FAA estimates that 17 airplanes of U.S. registry will be affected by this AD.

The visual inspection that was previously required by AD 95–11–13, and retained in this AD, takes approximately 2 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the visual inspection requirement on U.S. operators is estimated to be $2,040, or $120 per airplane. The FAA estimates that all affected U.S. operators have already accomplished this action; therefore, any future cost impact of this requirement is expected to be minimal.

The fluorescent penetrant and eddy current inspections that are required by this new AD will take approximately 15 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the fluorescent penetrant and eddy current inspection requirements on U.S. operators is estimated to be $15,300, or $900 per airplane, per inspection cycle. This cost impact figure 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