

Accomplishment Instructions of Airbus Service Bulletin A310-55-2016, Revision 1, dated August 8, 1995 (for Model A310 series airplanes); or Airbus Service Bulletin A300-55-6014, Revision 1, dated August 8, 1995 (for Model A300-600 series airplanes); as applicable: Accomplish the requirements of either (d)(1) or (d)(2) of this AD, as applicable.

(1) If any damage is detected that is less than or equal to 60,000 square millimeters or 93 square inches: Prior to further flight, protect or repair and perform repetitive inspections in accordance with the applicable service bulletin.

(2) If any damage is detected that is more than 60,001 square millimeters or 93 square inches: Prior to further flight, perform the requirements of either paragraph (d)(2)(i) or (d)(2)(ii) of this AD.

(i) If the damage is within the limits of the Structural Repair Manual (SRM) (Ref. SRM

55-20-00), accomplish the repair in accordance with the SRM. Or

(ii) Replace the elevator in accordance with Airbus Service Bulletin A310-55-2019, Revision 1, dated December 18, 1995 (for Model A310 series airplanes); or Airbus Service Bulletin A300-55-6016, Revision 1, dated December 18, 1995 (for Model A300-600 series airplanes); as applicable. After this replacement is accomplished, no further action is required by this AD.

(e) Replacement of the elevator in accordance with Airbus Service Bulletin A310-55-2019, Revision 1, dated December 18, 1995 (for Model A310 series airplanes); or Airbus Service Bulletin A300-55-6016, Revision 1, dated December 18, 1995 (for Model A300-600 series airplanes); as applicable; constitutes terminating action for the requirements of this AD.

(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 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.

(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 actions shall be done in accordance with the following Airbus service bulletins, which contain the specified list of effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
A310-55-2016 .....	1-55 .....	.....	August 8, 1995.
Revision 1: August 8, 1995 .....	Appendix 1 pages 1-8 .....	(1)	September 10, 1993.
A300-55-6014 .....	1-55 .....	.....	August 8, 1995.
Revision 1: August 8, 1995 .....	Appendix 1 pages 1-8 .....	(1)	September 10, 1993.
A310-55-2019 .....	1-9 .....	.....	December 18, 1995.
Revision 1: December 18, 1995. ....	.....	.....	.....
A300-55-6016 .....	1-9 .....	.....	December 18, 1995.
Revision 1: December 18, 1995. ....	.....	.....	.....

<sup>1</sup> Original.

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.

(i) This amendment becomes effective on December 11, 1996.

Issued in Renton, Washington, on October 24, 1996.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-27923 Filed 11-5-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 96-NM-208-AD; Amendment 39-9803; AD 96-22-14]

RIN 2120-AA64

#### Airworthiness Directives; Bombardier Model CL-600-2B19 (Regional Jet Series 100 and 200) 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 Bombardier Model CL-600-2B19 (Regional Jet Series 100 and 200) airplanes. This action requires repetitive inspections to detect discrepancies of the shock strut end caps and attachment pins of the main landing gear (MLG), and replacement of discrepant parts with new parts. It also requires a check for and replacement of certain pins that currently may be installed on some airplanes. This amendment is prompted by reports of corrosion, wear, and loss of chrome plating on the upper and lower attachment pins of the shock strut of the MLG, and reports of cracks in the lower

attachment pins and the end cap of upper attachment pins. The actions specified in this AD are intended to prevent failure of attachment pin and the attachment pin's end cap, which could result in failure of the MLG.

**DATES:** Effective November 21, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 21, 1996.

Comments for inclusion in the Rules Docket must be received on or before January 6, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-208-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Bombardier Inc., Bombardier Regional Aircraft Division, Canadair Administrative Center, 400 Cote Vertu Road West, Dorval, Quebec, Canada H4S 1Y9; and Messier-Dowty CSC, P.O. Box 49, Sterling, Virginia, 20167. This information may be examined 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.

**FOR FURTHER INFORMATION CONTACT:** George Duckett, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7525; fax (516) 568-2716.

**SUPPLEMENTARY INFORMATION:** Transport Canada Aviation, which is the airworthiness authority for Canada, recently notified the FAA that an unsafe condition may exist on certain Bombardier Model CL-600-2B19 (Regional Jet Series 100 and 200) airplanes. Transport Canada Aviation advises that it has received several reports of cracks in the lower attachment pins and one of the two end caps, which retain the upper attachment of the shock strut. The cause of such cracking is unknown at this time. Cracking in the subject attachment pin could result in failure of the pin and consequent failure of the MLG. Cracking in the subject end cap could result in loss of the end cap and possible loss of the retaining pin holding the upper end of the shock strut to the main fitting; this situation ultimately could result in failure of the MLG.

#### Explanation of Relevant Service Information

Bombardier has issued Canadair Regional Jet Alert Service Bulletin S.B. A601R-32-062, Revision 'C', dated September 18, 1996. In addition, Messier-Dowty has issued Service Bulletin M-DT 17002-32-10, Revision 3, dated September 6, 1996. For certain airplanes, these service bulletins describe procedures for performing a check to determine the serial number of the lower attachment pin of the shock strut of each main landing gear, removal of certain pins, and the installation of new pins, if necessary. These service bulletins also describe procedures for performing repetitive in-situ and detailed inspections to detect corrosion, wear, loss of chrome plating, and cracking of the MLG shock strut upper and lower attachment pins and pin end caps. They also describe procedures for replacement of discrepant parts with new parts.

Transport Canada Aviation classified these service bulletins as mandatory and

issued Canadian airworthiness directive CF-96-12, dated July 23, 1996, in order to assure the continued airworthiness of these airplanes in Canada.

#### FAA's Conclusions

This airplane model is manufactured in Canada 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, Transport Canada Aviation has kept the FAA informed of the situation described above. The FAA has examined the findings of Transport Canada Aviation, 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.

#### Explanation of Requirements of Rule

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 failure of the attachment pins and end caps of the MLG, which could result in failure of the MLG. For certain airplanes, this AD requires a check to determine the serial number of the lower attachment pin of the shock strut of each main landing gear, removal of certain pins, and the installation of new pins, if necessary. This AD also requires repetitive in-situ visual and detailed inspections to detect discrepancies of the left and right-hand shock struts of the MLG, and replacement of discrepant parts with new parts. Those actions are required to be accomplished in accordance with the service bulletins described previously.

#### Interim Action

This is considered to be interim action. The manufacturer has advised that it currently is developing a modification that will positively address the unsafe condition addressed by this AD. Once this modification is developed, approved, and available, the FAA may consider additional rulemaking.

#### Determination of Rule's Effective Date

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 96-NM-208-AD." The postcard will be date stamped and returned to the commenter.

#### Regulatory Impact

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), 40113, 44701.

#### **§ 39.13 [Amended]**

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

96-22-14 Bombardier, Inc. (Formerly Canadair): Amendment 39-9803. Docket 96-NM-208-AD.

*Applicability:* Model CL-600-2B19 (Regional Jet Series 100 and 200) airplanes; serial numbers 7003 through 7160, 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 request approval for an alternative method of compliance in accordance with paragraph (e) 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 as indicated, unless accomplished previously.

To prevent failure of the attachment pins and end caps of the main landing gear (MLG), which could result in failure of the MLG, accomplish the following:

(a) *Serial Number Check.* For airplanes having serial numbers 7003 through 7126, inclusive: Within 150 landings after the effective date of this AD, check the serial number of each MLG shock strut lower

attachment pin, part number 17144-1, in accordance with paragraphs 2.A. and 2.B. of the Accomplishment Instructions of Canadair Regional Jet Alert Service Bulletin S.B. A601R-32-062, Revision 'C', dated September 18, 1996; and paragraphs 2.A.(4), 2.B.(4), and 2.C.(3) of the Accomplishment Instructions of Messier-Dowty Service Bulletin M-DT 17002-32-10, Revision 3, dated September 6, 1996.

(1) If the serial number is within the range of DCL206 through DCL259, inclusive, prior to further flight, remove the pin and install a new pin having a serial number outside (either higher or lower) of that range, in accordance with the service bulletins. Thereafter, inspect that replacement pin in accordance with paragraphs (b) and (c) of this AD.

(2) If the serial number is outside of the range (higher or lower) of DCL206 through DCL259, thereafter inspect the pin in accordance with paragraphs (b) and (c) of this AD.

(b) *In-Situ Visual Inspection.* Within 150 landings after the effective date of this AD, perform an in-situ visual inspection to detect discrepancies of the left- and right-hand shock strut of the MLG, in accordance with paragraphs 2.C. and 2.D. of the Accomplishment Instructions of Canadair Regional Jet Alert Service Bulletin S.B. A601R-32-062, Revision 'C', dated September 18, 1996; and paragraph 2.B.(1) of the Accomplishment Instructions of Messier-Dowty Service Bulletin M-DT 17002-32-10, Revision 3, dated September 6, 1996.

Note 2: In-situ visual inspections that have been accomplished prior to the effective date of this amendment in accordance with Messier-Dowty Service Bulletin M-DT 17002-32-10, dated June 13, 1996; Revision 1, dated June 29, 1996; or Revision 2, dated July 17, 1996; are considered acceptable for compliance with paragraph (b) of this amendment.

(1) If no discrepancy is detected, repeat the in-situ visual inspection thereafter at intervals not to exceed every "A" check or 400 landings, whichever occurs later.

(2) If any discrepancy is detected, prior to further flight, replace the discrepant part with a new part in accordance with the service bulletins. Thereafter, repeat the in-situ visual inspection at intervals not to exceed every "A" check or 400 landings, whichever occurs later.

(c) *Detailed Inspection.* Within 3,000 landings since the date of airplane manufacture, or within 400 landings after the effective date of this AD, whichever occurs later, perform a detailed inspection to detect discrepancies of the shock strut end caps and attachment pins of the MLG, in accordance with paragraphs 2.E. and 2.F. of the Accomplishment Instructions of Canadair Regional Jet Alert Service Bulletin S.B. A601R-32-062, Revision 'C', dated September 18, 1996; and paragraph 2.B.(2) of the Accomplishment Instructions of Messier-Dowty Service Bulletin M-OT 17002-32-10, Revision 3, dated September 6, 1996. Non-destructive testing (NDT) must be accomplished in accordance with the instructions provided or references referred to in these service bulletins. Where

instructions in those documents specify dye penetrant inspections (DPI), accomplish fluorescent penetrant (Type 1) inspections, sensitivity level 3 or higher, using material qualified to Military Standard MIL-I-25135.

Note 3: Detailed inspections accomplished prior to the effective date of this amendment in accordance with Messier-Dowty Service Bulletin M-DT 17002-32-10, dated June 13, 1996; Revision 1, dated June 29, 1996; or Revision 2, dated July 17, 1996; are considered acceptable for compliance with paragraph (c) of this amendment.

(1) If no discrepancy is detected, repeat the detailed inspection thereafter at intervals not to exceed 2,000 landings.

(2) If any discrepancy is detected, prior to further flight, replace the discrepant part with a new part in accordance with the service bulletins. Repeat the detailed inspection thereafter at intervals not to exceed 2,000 landings.

(d) As of the effective date of this AD, no person shall install on any airplane an MLG shock strut lower attachment pin, part number 17144-1, that has a serial number that is within the range of DCL206 through DCL259, inclusive.

(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, New York 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.

(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 specified actions shall be done in accordance with Messier-Dowty Service Bulletin No. M-DT 17002-32-10, Revision 3, dated September 6, 1996, and Canadair Regional Jet Alert Service Bulletin S.B. A601R-32-062, Revision 'C', dated September 18, 1996. 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., Bombardier Regional Aircraft Division, Canadair Administrative Center, 400 Cote Vertu Road West, Dorval, Quebec, Canada H4S 1Y9. 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 November 21, 1996.

Issued in Renton, Washington, on October 24, 1996.

Darrell M. Pederson,

*Acting Manager, Transport Airplane  
Directorate, Aircraft Certification Service.*

[FR Doc. 96-27922 Filed 11-5-96; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 39

[Docket No. 95-CE-39-AD; Amendment 39-9805; AD 96-22-16]

RIN 2120-AA64

### **Airworthiness Directives; HB Aircraft Industries AG HB-23 2400 Hobbyliner/Scanliner Sailplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain HB Aircraft Industries AG HB-23 2400 Hobbyliner/Scanliner sailplanes. This action requires inspecting the rudder bearing support bracket for cracks, replacing the bracket if cracked, and modifying the bracket with a third bolt, if no cracks are found. Cracks found in the rudder bearing support brackets prompted this action. The actions specified by this AD are intended to prevent cracks in the rudder bearing support bracket, which could cause loss of control of the rudder and possible loss of the sailplane.

**DATES:** Effective December 30, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 30, 1996.

**ADDRESSES:** Service information that applies to this AD may be obtained from Ing. Heino Brditschka, HB-Flugtechnik Ges m.b.H, attn: Dr. Adolf Scharf, Strasse 42, Post Fach 74, A-4053, Haid, Austria. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-39-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. J. Mike Kiesov, Project Officer, Sailplanes/Gliders, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

## **SUPPLEMENTARY INFORMATION:**

### **Events Leading to This Action**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain H.B. Flugtechnik GmbH (Flugtechnik) HB-23/2400 sailplanes (also known as HB Aircraft Industries AG HB-23 2400 Hobbyliner/Scanliner sailplanes) was published in the Federal Register on May 13, 1996, (61 FR 21980). The action proposed to require inspecting the rudder bearing support bracket for cracks, and replacing the bracket with a new bracket that has 3 bolt holes, or modifying the bracket by drilling a third hole and installing a new bolt.

Accomplishment of this action would be in accordance with Ing. Heino Brditschka Flugtechnik Ges m.b.H (HB Flugtechnik) Service Bulletin (SB) HB 23/19/91, dated October 5, 1991.

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.

### **FAA's Determination**

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. These editorial corrections involve changing the name of the company and the sailplane cited in the NPRM. The NPRM referred to the sailplane name as H.B. Flugtechnik Models 23/2400, and the company as H.B. Flugtechnik GmbH. The actual company name listed on the company's Type Certificate (TC) data sheet for this sailplane is HB Aircraft Industries AG. The sailplane model listed on the TC data sheet is Model HB-23 2400 Hobbyliner/Scanliner. Therefore, the name for the company and the sailplane have been changed to reflect the correct names in the final rule. 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.

### **Cost Impact**

The FAA estimates that one sailplane in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per sailplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$5 per sailplane. Based on these figures, the

total cost impact of the AD on U.S. operators is estimated to be \$65. This figure is based upon the assumption that no affected sailplane owner/operator has accomplished the proposed inspection and replacement.

### **Regulatory Impact**

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 U.S.C. 106(g), 40113, 44701.

### **§ 39.13 [Amended]**

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

96-22-16 HB Aircraft Industries AG:  
Amendment 39-9805; Docket No. 95-CE-39-AD.

*Applicability:* Model HB-23 2400 Hobbyliner/Scanliner Sailplanes, (serial numbers 23001 through 23048), certificated in any category.