(j) The actions required by this AD shall be done in accordance with the following alert service bulletin:

Document No.	Pages	Revision	Date
PW ASB No. 5842 Appendix A Appendix B Appendix C Total pages: 49.	1–17 1–2 1–23 1–7	3 Original 3 Original	Oct. 10, 1990. May 26, 1989. Oct. 10, 1990. May 26, 1989.

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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108. Copies may be inspected 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.

(k) This amendment becomes effective on March 30, 1995.

Issued in Burlington, Massachusetts, on January 26, 1995.

Michael H. Borfitz,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service. [FR Doc. 95–2693 Filed 2–27–95; 8:45 am] BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 94–NM–84–AD; Amendment 39–9145; AD 95–03–08]

Airworthiness Directives; Aerospatiale Model ATR42–300 and –320 Series Airplanes

AGENCY: Federal Aviation Administration, DOT. ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Aerospatiale Model ATR42-300 and -320 series airplanes, that requires an inspection to determine the model and orientation of certain flight control rods, and replacement with modified rods, if necessary. This amendment is prompted by reports of corrosion found on the pitch trim and rudder trim rods. The actions specified by this AD are intended to prevent problems associated with corrosion of the flight control rods, which could compromise the required strength of these items.

DATES: Effective on March 30, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 30, 1995.

ADDRESSES: The service information referenced in this AD may be obtained

from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. 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 Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. FOR FURTHER INFORMATION CONTACT: Sam Grober, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227-1187; fax (206) 227-1100.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Aerospatiale Model ATR42 series airplanes was published in the **Federal Register** on July 21, 1994 (59 FR 37182). That action proposed to require an inspection to determine the orientation of the end of rudder trim and elevator trim fail-safe rods, and replacement of those rods having upwards-oriented ends.

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

The commenter, Aerospatiale, requests that the compliance time specified in proposed paragraph (a)(1) for replacement of SARMA-type rods be extended to 18 months. The proposed rule would require that these rods be replaced prior to further flight after they are identified during the proposed inspection. The commenter considers this replacement requirement to be too restrictive. The FAA does not concur. The rule provides for a compliance time of 18 months for accomplishing the onetime inspection to determine if these types of rods are installed on the airplane. The FAA finds no justification for providing an additional time thereafter for replacement of the discrepant rods. The FAA does not consider the 18-month compliance time to be overly restrictive, since it provides ample time for operators to schedule the inspection during regularly scheduled

maintenance and to acquire necessary parts for replacement. However, under the provisions of paragraph (b) of the final rule, if an operator were to find itself in a situation in which replacement parts were not immediately available, it could request approval for the use of an alternative method of compliance until parts became available.

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

The FAA has recently reviewed the figures it has used over the past several years in calculating the economic impact of AD activity. In order to account for various inflationary costs in the airline industry, the FAA has determined that it is necessary to increase the labor rate used in these calculations from \$55 per work hour to \$60 per work hour. The economic impact information, below, has been revised to reflect this increase in the specified hourly labor rate.

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.

The FAA estimates that 128 airplanes of U.S. registry will be affected by this AD, that it will take approximately 4