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 (h) 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 the inability of passengers to exit the airplane in the event of an emergency, accomplish the following:

- (a) For airplanes having serial numbers 7004 through 7028, inclusive: Within 14 days after the effective date of this AD, and thereafter at intervals not to exceed 3 days until the action required by paragraph (e)(2) of this AD is accomplished, apply an anticing agent to the operating mechanisms of the passenger door in accordance with Canadair Alert Service Bulletin S.B. A601R–52–002, Revision 'C,' dated December 1, 1993.
- (b) For airplanes having serial numbers 7004 through 7006, inclusive, and 7008 through 7010, inclusive: Within 14 days after the effective date of this AD, and thereafter at intervals not to exceed 300 hours time-inservice until the actions required by paragraphs (e)(1) and (e)(3) of this AD are accomplished, apply grease to the passenger door latch-pin fittings in accordance with Canadair Service Bulletin S.B. 601R–52–007, Revision 'B,' dated December 1, 1993.
- (c) For airplanes having serial numbers 7004 through 7006, inclusive, and 7008 through 7010, inclusive: Within 14 days after the effective date of this AD, deactivate the pull-out handle located on the outside of the passenger door, in accordance with Canadair Alert Service Bulletin S.B. A601R–52–008, Revision 'B,' dated December 1, 1993.
- (d) For airplanes having serial numbers 7004 through 7019, inclusive: Within 14 days after the effective date of this AD, install sealed insulation packages to the interior of the passenger door in accordance with Canadair Service Bulletin S.B. 601R–52–006, Revision 'B,' dated December 1, 1993.
- (e) Within 60 days or 600 hours time-inservice after the effective date of this AD, whichever occurs first, accomplish the procedures specified in paragraphs (e)(1), (e)(2), and (e)(3) of this AD:
- (1) For airplanes having serial numbers 7004 through 7024, inclusive: Modify the passenger door latch pin fittings, and install grease retain, grease tube, and nipple assembly; and grease the latch pins in accordance with paragraphs 2A and 2B of the Accomplishment Instructions of Canadair Alert Service Bulletin S.B. A601R–52–009, Revision 'B,' dated December 1, 1993.
- (2) For airplanes having serial numbers 7004 through 7028, inclusive: Modify the

- outer handle of the passenger door in accordance with Canadair Alert Service Bulletin S.B. A601R–52–021, Revision 'A,' dated December 7, 1993. Repetitive applications of an anti-ice agent, as required by paragraph (a) of this AD, must be discontinued upon accomplishment of the modification required by this paragraph.
- (3) For airplanes having serial numbers 7004 through 7024, inclusive: Install placards adjacent to the door latch pins on the passenger door structure in accordance with Canadair Service Bulletin S.B. 601R–11–007, dated December 1, 1993.
- (f) Accomplishment of the actions required by paragraphs (e)(1) and (e)(3) of this AD constitutes terminating action for the repetitive greasing requirements of paragraph (b) of this AD.
- (g) For airplanes having serial numbers 7003 and subsequent: Within 300 hours time-in-service after accomplishing the applicable modifications required by paragraphs (e)(1), (e)(2), and (e)(3) of this AD, and thereafter at intervals not to exceed 300 hours time-in-service, accomplish the lubrication procedures in specified paragraphs (g)(1) and (g)(2) of this AD.
- (1) Lubricate the passenger door latch pins in accordance with paragraph 2B, Part "A," Items (26) through (28), of the Accomplishment Instructions of Canadair Alert Service Bulletin S.B. A601R–52–009, Revision B, dated December 1, 1993.
- (2) Lubricate the passenger door outer handle assembly in accordance with paragraph 2B, Item (28), of the Accomplishment Instructions of Canadair Alert Service Bulletin S.B. A601R–52–021, Revision A, dated December 7, 1993.
- (h) 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 Aircraft 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** 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.
- (i) 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.
- (j) The actions shall be done in accordance with Canadair Alert Service Bulletin S.B. A601R-52-002, Revision 'C,' dated December 1, 1993; Canadair Service Bulletin S.B. 601R-52-007, Revision 'B', dated December 1, 1993; Canadair Alert Service Bulletin S.B. A601R-52-008, Revision 'B', dated December 1, 1993; Canadair Service Bulletin S.B. 601R-52-006, Revision 'B', dated December 1 1993; Canadair Alert Service Bulletin S.B A601R-52-009, Revision 'B', dated December 1, 1993; Canadair Alert Service Bulletin S.B. A601R-52-021, Revision 'A', dated December 7, 1993; and Canadair Service Bulletin S.B. 601R-11-007, dated December 1, 1993; as applicable. 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, Garratt Boulevard, Downsview, Ontario, Canada M3K 1Y5. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

This amendment becomes effective on April 17, 1995.

Issued in Renton, Washington, on February 15, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–4256 Filed 3–7–95; 8:45 am] BILLING CODE 4910–13–U

14 CFR Part 71

[Airspace Docket No. 93-AWP-19]

Amendment to Class D Airspace; Luke Air Force Base (AFB), AZ

AGENCY: Federal Aviation Administration [FAA], DOT. **ACTION:** Final rule; correction.

SUMMARY: This action corrects an error in the Class D airspace area description in a final rule that was published in the **Federal Register** on January 19, 1995. The FAA has obtained additional airport data and is revising the description of the Luke AFB, AZ Class D airspace area based on this data. **EFFECTIVE DATE:** 0901 UTC, March 30, 1995.

FOR FURTHER INFORMATION CONTACT:

Charles Register, System Management Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 297– 1640.

SUPPLEMENTARY INFORMATION:

History

Airspace Docket No. 93–AWP–19, published on January 19, 1995 (60 FR 3741), revised the description of the Class D airspace at Luke AFB, AZ to provide adequate controlled airspace for instrument approach procedures. An error was discovered in the Class D airspace area description for Luke AFB AZ. The FAA has obtained additional airport data and is revising the description of the Luke AFB, AZ Class D airspace area based on this data.