

(d) *Financial reports.* The recipient organization shall provide three quarterly and one annual financial report to the SBA Project Officer as set forth in the Program Announcement and the Cooperative Agreement, in compliance with OMB Circulars.

(e) *Availability of records.* As required by OMB (see Circular A-133), all SBDC service provider records shall be made available to SBA for review upon request.

§ 130.830 Audits and investigations.

(a) *Access to records.* Applicable OMB Circulars set forth the requirements concerning record access and retention.

(b) *Audits.* (1) *Pre-award audit.* Applicant organizations that propose to enter the Program for the first time may be subject to a pre-award audit conducted by or coordinated with the SBA Office of Inspector General. The purpose of a pre-award audit is to verify the adequacy of the accounting system, the suitability of posed costs and the nature and source of proposed Matching Funds.

(2) *Interim or final audits.* The recipient organization or SBA may conduct SBDC network audits. All audits will be conducted according to *Government Auditing Standards*, promulgated by the Comptroller General of the United States.

(i) The recipient organization will conduct its audits as a single audit of a recipient organization pursuant to OMB Circulars A-102, A-110, A-128, and A-133, as applicable.

(ii) The SBA Office of Inspector General or its agents will conduct, supervise, or coordinate SBA's audits, which may, at SBA's discretion, be audits of the SBDC network, even though single audits may have been performed. In such instances, SBA will conduct such audits in compliance with *Government Auditing Standards* and all applicable OMB Circulars.

(c) *Investigations.* SBA may conduct investigations as it deems necessary to determine whether any person or entity has engaged in acts or practices constituting a violation of the Act, any rule, regulation or order issued under that Act, or any other applicable Federal law.

Dated: May 9, 1995.

Philip Lader,
Administrator.

[FR Doc. 95-14371 Filed 6-12-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-104-AD; Amendment 39-9262; AD 95-12-12]

Airworthiness Directives; de Havilland Model DHC-8-102, -103, and -106 Series 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 de Havilland Model DHC-8-102, -103, and -106 series airplanes. This action requires repetitive operational testing of the stall warning computers to ensure activation of the associated stick shakers, and replacement of non-operational stall warning computers with new or serviceable units. This action also provides an optional terminating action for the repetitive operational tests. This amendment is prompted by a report that, during a routine test, the stick shakers of the stall warning system did not activate, due to contamination of the weight-on-wheels contacts in the stall warning computer. The actions specified in this AD are intended to ensure that such contamination is detected. Contamination of the stall warning computers could lead to incorrect logic detection of the weight-on-wheels signal, and subsequent loss of the stick shaker function.

DATES: Effective on June 28, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 28, 1995.

Comments for inclusion in the Rules Docket must be received on or before August 14, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-104-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, Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. 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:

Peter Cuneo, Aerospace Engineer, Systems and Equipment Branch, ANE-172, FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7506; 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 de Havilland Model DHC-8-102, -103, and -106 series airplanes equipped with Safe Flight stall warning computers having part number (P/N) 3605-4, -5, or -6, and on which Modification 8/2072 has not been installed. Transport Canada Aviation advises that, during a routine "air mode" test of the stall warning system, the stick shakers did not activate. Investigation revealed that the weight-on-wheels relay contacts within the stall warning computer had become contaminated. This condition, if not corrected, could lead to incorrect logic detection of the weight-on-wheels signal, and subsequent loss of the stick shaker function.

Bombardier has issued Alert Service Bulletin S.B. A8-27-73, dated November 25, 1993, which describes procedures for repetitive operational testing to ensure activation of the stick shakers of the No. 1 and No. 2 stall warning computers, and replacement of non-operational stall warning computers with new or serviceable units. Transport Canada Aviation classified the alert service bulletin as mandatory and issued Canadian airworthiness directive CF-95-06, dated April 10, 1995, in order to assure the continued airworthiness of these airplanes in Canada.

Bombardier has also issued Service Bulletin S.B. 8-27-76, dated October 31, 1994, which describes procedures for replacing Safe Flight stall warning computers having P/N 3506-5, -6, or -7 with new stall warning computers having P/N 3506-8 (Modification 8/2072). The new stall warning computers have additional internal monitoring; installation of the new computers will increase reliability. Accomplishment of this replacement would eliminate the need for the repetitive operational tests.

This airplane model is manufactured in Canada and is type certificated for operation in the United States under the