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 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 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

#### § 39.13 [Amended]

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

**95–12–11 Airbus:** Amendment 39–9261. Docket 95–NM–65–AD.

Applicability: Model A340–211 and –311 series airplanes; having manufacturer's serial number (MSN) 005 through 019 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 use the authority provided in paragraph (d) 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 overpressurization of the fuel supply line due to the incorrect positioning of the internal thermal relief valve, which could cause the fuel pipe coupling to separate and allow fuel to leak into the engine pylon, thus posing a fire hazard, accomplish the following:

(a) Within 450 hours time-in-service after the effective date of this AD, perform a detailed visual inspection of the flow of fuel from the main fuel supply hose/tube assembly, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A340–28–4029, Revision 1, dated September 14, 1994.

(b) If the flow of fuel is not continuous, no further action is required by this AD.

**Note 2:** Single drops of fuel are acceptable. (c) If the flow of fuel is continuous, prior to further flight, perform the applicable replacement and repair procedures specified in Paragraph 2.C., "Repair," of the Accomplishment Instructions of Airbus Service Bulletin A340–28–4029, Revision 1, dated September 14, 1994.

(d) 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 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(e) 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.

(f) The inspection, replacement, and repair procedures shall be done in accordance with Airbus Service Bulletin A340–28–4029, Revision 1, dated September 14, 1994, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1–5, 7–11, 40–45, 47–50. 6, 12–39, 46, 51–54.	1	September 14, 1994.
	Original	August 12, 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

(g) This amendment becomes effective on June 28, 1995.

Issued in Renton, Washington, on June 1, 1995.

#### Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–13888 Filed 6–12–95; 8:45 am] BILLING CODE 4910–13–U

#### 14 CFR Part 39

[Docket No. 95-NM-64-AD; Amendment 39-9260; AD 95-12-10]

# Airworthiness Directives; Airbus Model A330 and A340 Series Airplanes

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

**ACTION:** Final rule; request for

comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A330 and A340 series airplanes. This action requires a one-time inspection to ensure the proper installation of the electrical cable wiring of the evacuation slide system on the passenger and crew doors. This amendment is prompted by a report of incorrect installation of this wiring on two airplanes. The actions specified in this AD are intended to ensure that the electrical cable wiring is installed correctly so that it will not restrain the slide pack and prevent proper deployment of the slide. This condition, if not corrected, could impede the successful egress of passengers from the airplane during an emergency evacuation.

DATES: Effective 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–64–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane