

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 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:

95-14-07 Aerospatiale: Amendment 39-9301. Docket 94-NM-36-AD.

Applicability: Model ATR72-100 and -200 series airplanes equipped with hinge pins installed at the nose landing gear (NLG) that are manufactured by Nardi, have part number D56867, and have serial numbers beginning with the letter "N;" 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 (e) of this AD 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 collapse of the NLG due to cracking of the hinge pins, accomplish the following:

(a) Perform a dye penetrant inspection to detect cracking in the hinge pins of the NLG in accordance with Avions de Transport Regional Service Bulletin ATR72-32-1021, dated January 17, 1994, at the time specified in either paragraph (a)(1) or (a)(2) or this AD, as applicable.

(1) For airplanes that have accumulated 10,000 total landings or more as of the effective date of this AD: Within 1,000 landings after the effective date of this AD.

(2) For airplanes that have accumulated less than 10,000 total landings as of the effective date of this AD: Within 1,500 landings after the effective date of this AD.

(b) If no cracking is found, prior to further flight, reinstall that hinge pin in accordance with Avions de Transport Regional Service Bulletin ATR72-32-1021, dated January 17, 1994.

(c) If cracking is found, prior to further flight, install a new hinge pin or a pin that has been previously inspected and found to be crack-free, in accordance with the Avions de Transport Regional Service Bulletin ATR72-32-1021, dated January 17, 1994.

(d) As of the effective date of this AD, no hinge pin manufactured by Nardi having part number D56867 and any serial number beginning with the letter "N," shall be installed on the NLG of any airplane, unless that pin has been previously inspected and has been found to be crack-free, in accordance with Avions de Transport Regional Service Bulletin ATR72-32-1021, dated January 17, 1994.

(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, 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.

(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 inspection and installations shall be done in accordance with Avions de Transport Regional Service Bulletin ATR72-

32-1021, dated January 17, 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 Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, 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.

(h) This amendment becomes effective on August 18, 1995.

Issued in Renton, Washington, on June 26, 1995.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-16126 Filed 7-18-95; 8:45 am]

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14 CFR Part 39

[Docket No. 94-CE-31-AD; Amendment 39-9294; AD 95-14-02]

Airworthiness Directives; Beech Aircraft Corporation Models 1900, 1900C, and 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 91-24-15, which currently requires modifying the instrument air plumbing system on Beech Aircraft Corporation (Beech) Models 1900 and 1900C airplanes. This action requires an additional modification to the plumbing of the instrument air system on the Models 1900 and 1900C airplanes, and adds the Model 1900D airplanes to the applicability. Eight reports of moisture freezing in this system on airplanes with the modification required by AD 91-24-15 incorporated prompted this action. In addition, recent testing on the Model 1900D indicates that the design of the instrument air system on these airplanes is also conducive to moisture freeze-ups. The actions specified by this AD are intended to prevent ice formation in the plumbing of the instrument air system, which, if not detected and corrected, could result in aerodynamic problems and subsequent loss of control of the airplane.

DATES: Effective August 31, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 31, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from Beech Aircraft Corporation, P.O. Box 85,