- 1. flashing of the landing gear green locked down advisory lights during cruise:
- 2. fluctuation of cabin pressurization rate needle during cruise;
- retraction and extension of roll and ground spoilers during ground operation;
- 4. loss of nose landing gear steering subsequent to landing; and
- 5. loss of wheel brakes below 35–40 knots.

The AFM revision advises the flight crew that, if any of these abnormal indications are observed, they must select the "A/COL light switch—RED," and leave the switch in this position for the remainder of the flight.

The flight crew and maintenance procedures that are required by AD 94–22–10 are described in De Havilland Alert Service Bulletin S.B. A8–33–33, dated May 31, 1993. These procedures are intended to detect faulty power supply units. The alert service bulletin also describes procedures for replacement of any faulty "Grimes" unit with either a new or serviceable "Grimes" unit or a new "Whelan" system (Modification 8/1273).

The terminating modification that is required by AD 94-22-10 is described in De Havilland Service Bulletin S/B 8-33-19, "Revision A", dated May 31, 1993. This modification (Modification 8/1273) entails replacing the existing anti-collision strobe light system (consisting of anti-collision strobe lights, brackets, and power supplies) at all three locations with a new, improved "Whelan" anti-collision strobe light system. (The "Whelan" system includes new dual strobes, new brackets, and new power supplies.) This new system is considered more durable than the currently installed anti-collision strobe light system. The "Whelan" system also has a back-up strobe light at each position.

Subsequent to the issuance of AD 94–22–10, the FAA identified a typographical error in the applicability of the rule: The applicability statement of the AD listed "de Havilland Model DHC–8–302" as a series of airplanes that is subject to the requirements of the rule; however, that model should have been listed as "de Havilland Model DHC–8–301." This airplane model is manufactured in Canada and is type certificated for operation in the United States under the provisions of Section 21.29 of the Federal Aviation Regulations and the applicable bilateral airworthiness agreement.

Note: There is no "Model DHC-8-302" that is currently type certificated.

The FAA has determined that the unsafe condition addressed by AD 94–22–10 is likely to exist or develop in Model DHC–8–301 series airplanes. Therefore, AD 94–22–10 must be revised to correctly add these airplanes to its applicability, thereby making them subject to its requirements.

There currently are no Model DHC-8–301 series airplanes on the U.S. Register, however. These airplanes are operated currently by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this revision to the existing AD is necessary to ensure that the unsafe condition is addressed in the event that any of these airplanes are imported and placed on the U.S. Register in the future.

Should an affected Model DHC-8-301 series airplane be imported and placed on the U.S. Register in the future, it would require approximately 16 work hours to accomplish the required actions, at an average labor charge of \$60 per work hour. Required parts for installation of Modification 8/1273 at all three locations would cost approximately \$1,397 per airplane. Based on these figures, the total cost impact of this AD on an operator of a Model DHC-8-301 series airplane would be \$2,357 per airplane. (The current requirements of AD 94-24-01 affect approximately 74 airplanes of U.S. registry. Accomplishment of the currently required actions take approximately 16 work hours per airplane, at an average labor rate of \$60 per airplane. Required parts for installation of Modification 8/1273 at all three locations cost approximately \$1,397 per airplane. Based on these figures, the total cost impact of the current requirements of this rule on U.S. operators is estimated to be \$174,418, or \$2,357 per airplane.)

Since this revision action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the Federal Register.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number

and be submitted in triplicate to the address specified under the caption ADDRESSES. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 94–NM–235–AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. 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.