

further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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, 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 is revised to read as follows:

**Authority:** 49 USC 106(g), 40101, 40113, 44701.

##### § 39.13 [Amended]

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

**Bombardier, Inc. (formerly Canadair) 95-13-04:** Amendment 39-9325. Docket 95-NM-116-AD.

**Applicability:** Model CL-600-2B19 (Regional Jet Series 100) series airplanes, serial numbers 7003 and subsequent, certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously. To prevent a nose-up trim runaway, accomplish the following: (a) Within 24 hours after the effective date of this AD, accomplish the requirements of paragraphs (a)(1), (a)(2), and (a)(3) of this AD. (1) Install a placard adjacent to the primary flight display next to the airspeed limitation placard, to read:

"USE OF MACH TRIM IS PROHIBITED. IF THE AUTOPILOT IS DISENGAGED OR INOPERATIVE, RESTRICT SPEED TO 250 KIAS OR 0.7 MACH."

(2) Revise the Limitations section of the FAA-approved Airplane Flight Manual (AFM) to include the following information. The requirements of this paragraph may be accomplished by inserting a copy of this AD, or Canadair Regional Jet Temporary Revision No. TR RJ/43, into the AFM.

"USE OF MACH TRIM IS PROHIBITED. IF THE AUTOPILOT IS DISENGAGED OR INOPERATIVE, RESTRICT SPEED TO 250 KIAS OR 0.7 MACH."

**Note 1:** When the temporary revision has been incorporated in the general revisions of the AFM, the general revisions may be

inserted in the AFM, provided the information contained in the general revision is identical to that specified in Canadair Regional Jet Temporary Revision No. TR RJ/43.

(3) Revise the Limitations Section of the FAA-approved AFM to include the following information. The requirements of this paragraph may be accomplished by inserting a copy of this AD into the AFM.

"Prior to the accomplishment of Bombardier Alert Service Bulletin S.B. A601R-27-054, dated June 12, 1995, when the Mach trim system is disengaged, the "MACH TRIM" caution message will be displayed on the Engine Indication and Crew Alerting System (EICAS), and the Mach trim engage/disengage switch "INOP" legend will be illuminated. The EICAS message may be scrolled out of view prior to takeoff, but the switch "INOP" light will remain illuminated."

(b) 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.

(c) 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.

(d) This amendment becomes effective on August 14, 1995, to all persons except those persons to whom it was made immediately effective by priority letter AD 95-13-04, issued on June 16, 1995, which contained the requirements of this amendment.

Issued in Renton, Washington, on July 24, 1995.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-18585 Filed 7-27-95; 8:45 am]

**BILLING CODE 4910-13-U**

#### 14 CFR Part 71

[Airspace Docket No. 94-ASW-15]

#### Revocation of Class E Airspace; Newgulf, TX

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This action revokes the Class E airspace at Newgulf Airport, Newgulf, TX. The cancellation of the Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/

DME) A, standard instrument approach procedure (SIAP) serving the Newgulf Airport, TX, has prompted this action. Additionally, the Newgulf Airport, TX, was officially closed December 31, 1993. Therefore, this Class E airspace is no longer needed. The intended effect of this action is to relinquish control over this airspace that is no longer needed for IFR operations at Newgulf, TX.

**DATES:** *Effective Date:* 0901 UTC, August 14, 1995.

*Comment Date:* Comments must be received on or before September 26, 1995.

**ADDRESSES:** Send comments on the rule in triplicate to Manager, System Management Branch, Air Traffic Division, Federal Aviation Administration Southwest Region, Docket No. 94-ASW-15, Fort Worth, TX 76193-0530.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, Southwest Region, 2601 Meacham Boulevard, Room 663, Fort Worth, TX, between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the System Management Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Room 414, Fort Worth, TX.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, System Management Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

#### SUPPLEMENTARY INFORMATION:

##### Request for Comments on the Rule

Although this action is a final rule, which involves the removal of Class E airspace at Newgulf, TX, and was not preceded by notice and public procedure, comments are invited on the rule. This rule will become effective on the date specified in the "DATES" section. However, after the review of any comments and, if the FAA finds that further changes are appropriate, it will initiate rulemaking proceedings to extend the effective date or to amend the regulation.

Interested parties are invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the rule, and in determining whether additional rulemaking is required.