postcard on which the following statement is made: "Comments to Docket Number 95–NM–130–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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined 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 continues 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:

95–15–52 Boeing: Amendment 39–9335. Docket 95–NM–130–AD.

Applicability: Model 747–100 series airplanes modified in accordance with Supplemental Type Certificates (STC) SA2322SO, SA2323SO, or SA5199NM; and Model 747–200 series airplanes modified in

accordance with STC's SA4227NM–D or SA5759NM; 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 (c) 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 structural failure of the longitudinal floor beams and keel beam and the subsequent rupture of the fuselage, accomplish the following:

(a) Within 24 clock hours (not flight hours) after the effective date of this AD, revise the Limitations section of the FAA-approved Airplane Flight Manual (AFM) and the Limitations section of the Airplane Weight and Balance Supplement (Model 747–100 or –200 series airplanes) to include the following information. This may be accomplished by inserting a copy of this AD in the AFM.

"1.1 MAIN CARGO DECK LIMITS (ADDITION):

Each of the following payload limits for pallet cargo apply to the main cargo deck floor between Body Stations 1265 and 1480.

Note: These limits take precedence over any other payload limits that may appear elsewhere in this or in any other document.

- 1. Do not exceed a linear load of 96.0 pounds per inch between Body Stations 1265 and 1480.
- 2. The maximum local floor loading in any area located between Body Stations 1265 and 1480 shall not exceed 150 pounds per square foot.
- 3. The cargo pallets that are located entirely or partially between Body Stations 1265 and 1480 are restricted as follows:
- A. Pallets that are 96.0 inches in width and 125.0 inches in length shall not exceed a 1.0 g loading of 6,000 pounds.
- B. Pallets that are 88.0 inches in width and 125.0 inches in length shall not exceed a 1.0 g loading of 5,500 pounds.

C. Pallets that are 88.0 inches in width and 108.0 inches in length shall not exceed a 1.0 g loading of 4,800 pounds."

(b) Accomplishment of a modification of the longitudinal floor beams in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, constitutes terminating action for the limitation requirements of paragraph (a) of this AD. The AFM limitation and Weight and

Balance Supplement limitation may be removed following accomplishment of such a modification.

(c) 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, Seattle ACO, 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, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(d) This amendment becomes effective on August 25, 1995, to all persons except those persons to whom it was made immediately effective by telegraphic AD T95–15–52, issued on July 14, 1995, which contained the requirements of this amendment.

Issued in Renton, Washington, on August 3, 1995

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–19653 Filed 8–9–95; 8:45 am] BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94-NM-116-AD; Amendment 39-9331; AD 95-17-02]

Airworthiness Directives; Fokker Model F28 Mk 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.
ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 Mk 0100 series airplanes, that requires the installation of modified Passenger Service Unit (PSU) panel lenses, a onetime installation inspection to detect corrosion or deterioration of the PSU connectors, correction of discrepancies, and application of sealant. This amendment is prompted by reports that "No Smoking" and "Fasten Seat Belt" signs installed in certain overhead PSU's are not readable from passengers' and flight attendants' seats. This amendment is also prompted by reports of smoke in the passenger cabin caused by overheating of the PSU connectors. The actions specified by this AD are intended to ensure that warning signs are readable to passengers and flight attendants, and to eliminate a potential fire hazard.

DATES: Effective September 11, 1995.
The incorporation by reference of certain publications listed in the

certain publications listed in the regulations is approved by the Director of the Federal Register as of September 11, 1995.