flight data recorder, replacement of the currently installed socket box for ground power with a reworked socket box, and performance of checks and tests. This amendment is prompted by reports indicating that the generators may shut down due to an intermittent relay failure of the flight data recorders. The actions specified by this AD are intended to prevent loss of electrical power to the airplane due to generator outage.

**DATES:** Effective November 2, 1995. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 2, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Falcon Jet Corporation, P.O. Box 967, Little Rock, Arkansas 72203–0967. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. FOR FURTHER INFORMATION CONTACT:

Charles Huber, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2589; fax (206) 227–1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Dassault Aviation Model Mystere-Falcon 900 series airplanes equipped with Fairchild Model F800 flight data recorders, installed in accordance with Supplemental Type Certificate (STC) SA7255SW-D, was published in the Federal Register on January 18, 1995 (60 FR 3583). That action proposed to require modification of the electrical power installation of the flight data recorder, replacement of the currently installed socket box for ground power with a modified socket box, and performance of checks and tests.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

The commenter requests that all references to the "modified ground power socket box" be changed to read "reworked ground power socket box." The commenter states that the latter phrase is used in the relevant service instructions, and considers that there will be less potential for confusion if the

terminology in the AD is parallel to that in the service instructions. The FAA concurs. The terminology in the final rule has been revised accordingly.

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change previously described. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 18 airplanes of U.S. registry will be affected by this AD, that it will take approximately 8 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$286 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$13,788, or \$766 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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.

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. 106(g), 40101, 40113, 44701.

## §39.13 [Amended]

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

95–19–16 Dassault Aviation: Amendment 39–9378. Docket 94–NM–200–AD.

Applicability: Model Mystere-Falcon 900 series airplanes having serial numbers 53 through 139 inclusive, equipped with Fairchild Model F800 flight data recorders, installed in accordance with Supplemental Type Certificate (STC) SA7255SW–D; 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 loss of electrical power to the airplane due to generator outage, accomplish the following:

(a) At the next scheduled inspection, but no later than 60 days after the effective date of this AD, modify the electrical power installation for the flight data recorder, in accordance with paragraph 3.C.(1), Part 900–54–1, of Falcon Jet Corporation Service Bulletin 900–54 (F900 31–30), dated October 14, 1994, or Revision 1 (F900 31–1), dated November 17, 1994. Prior to further flight subsequent to the accomplishment of this modification, perform the checks and tests in accordance with paragraph 3.D.(1), Part 900–54–1, of either service bulletin.

(b) Within 1 year after the effective date of this AD, replace the currently installed socket box for ground power with a reworked socket box, in accordance with paragraph