3.C.(2), Part 900–54–2, of Revision 1 of Falcon Jet Corporation Service Bulletin 900–54 (F900 31–1), dated November 17, 1994. Prior to further flight, subsequent to the accomplishment of this installation, perform the checks and tests, in accordance with paragraph 3.D.(2), Part 900–54–2, of Revision 1 of the service bulletin.

(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, 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.

(d) 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.

(e) The actions shall be done in accordance with Falcon Jet Corporation Service Bulletin 900-54 (F900 31-30), dated October 14, 1994; or Falcon Jet Corporation Service Bulletin 900-54, Revision 1 (F900 31-1), dated November 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 Falcon Jet Corporation, P.O. Box 967, Little Rock, Arkansas 72203-0967. 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,

(f) This amendment becomes effective on November 2, 1995.

Issued in Renton, Washington, on September 13, 1995.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–23214 Filed 10–2–95; 8:45 am] BILLING CODE 4910–13–U

## 14 CFR Part 39

[Docket No. 94-NM-211-AD; Amendment 39-9381; AD 95-20-03]

Airworthiness Directives; Learjet Model 24, 25, 28, 29, 31, 35, 36, and 55 Series Airplanes

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

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Learjet Model 24,

25, 31, 35, and 36 series airplanes, and all Learjet Model 28, 29, and 55 series airplanes, that currently requires a revision to the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to prohibit flight above an altitude of 41,000 feet. The actions specified by that AD are intended to limit the airplane operating altitude due to a possible failure of the outflow/ safety valves, which could result in rapid decompression of the airplane. This amendment adds a requirement for replacement of certain outflow/safety valves, which, when accomplished, constitutes terminating action for the previously required AFM limitation. DATES: Effective November 2, 1995.

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

The incorporation by reference of Allied Signal Aerospace Alert Service Bulletin 102850–21–A4021, Revision 2, dated October 6, 1994, as listed in the regulations, was approved previously by the Director of the Federal Register as of January 3, 1995 (59 FR 64844, December 16, 1994).

ADDRESSES: The service information referenced in this AD may be obtained from Allied Signal, Inc., Controls & Accessories, 11100 N. Oracle Road, Tucson, Arizona 85737–9588; telephone (602) 469-1000; and Learjet, Inc., P.O. Box 7707, Wichita, Kansas 67277-7707. 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 FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Walter Eierman, Aerospace Engineer, Systems and Equipment Branch, ANM–130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; 90712; telephone (310) 627–5336; fax (310) 627–5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 94–26–01, amendment 39–9097 (59 FR 64844, December 16, 1994), which is applicable to certain Learjet Model 24, 25, 31, 35, and 36 series airplanes, and all Learjet Model 28, 29, and 55 series airplanes, was published in the Federal Register

on March 16, 1995 (60 FR 14231). The action proposed to continue to require a revision to the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to prohibit flight above an altitude of 41,000 feet. The action also proposed to require replacement of certain outflow/safety valves, which, when accomplished, constitutes terminating action for the previously required AFM limitation.

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

The only commenter, Learjet, Inc., requests that the AD be written as one AD against the outflow/safety valves, rather than against Learjet airplanes. The commenter believes this would better serve the public and that confusion would result if several AD's are issued against the various aircraft that use the affected valve. Learjet states that it is not customary to issue AD's against the aircraft for engine problems, seat belt buckles, or any other appliance that is used on more than one aircraft.

The FAA does not concur with the commenter's request. The FAA responds by noting that its general policy is that, when an unsafe condition results from the installation of an appliance or other item that is installed in only one particular make and model of aircraft, the AD is issued so that it is applicable to the aircraft, rather than the item. The reason for this is simple: Making the AD applicable to the airplane model on which the item is installed ensures that operators of those airplanes will be notified directly of the unsafe condition and the action required to correct it. While it is assumed that an operator will know the models of airplanes that it operates, there is a potential that the operator will not know or be aware of specific items that are installed on its airplanes. Therefore, calling out the airplane model as the subject of the AD prevents "unknowing non-compliance" on the part of the operator. The FAA recognizes that there are situations when an unsafe condition exists in an item that is installed in many different aircraft. In those cases, the FAA considers it impractical to issue AD's against each aircraft; in fact, many times, the exact models and numbers of aircraft on which the item is installed may not be known. Therefore, in those situations, the AD is issued so that it is applicable to the item; furthermore, those AD's usually indicate that the item is known to be installed on, but not limited to, various aircraft models.