corrosion of the girt bar support fitting at the left and right MED 2, 4, and 5, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(f) If no cracks or corrosion is found during the inspection required by paragraph (e) of this AD, prior to further flight, accomplish either paragraph (f)(1) or (f)(2) of this AD, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(1) Reinstall the serrated plate assembly and the girt bar floor fitting with corrosion resistant fasteners, in accordance with the service bulletin. Repeat the inspection required by paragraph (e) of this AD thereafter at intervals not to exceed 6 years. Or

(2) Remove the inspected fitting and reinstall it with a new coat of primer, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (f) of this AD.

(g) If any crack is found during the inspection required by paragraph (e) of this AD, prior to further flight, install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994. After these actions are accomplished, no further action is required by this paragraph of this AD.

(h) If any corrosion is found during the inspection required by paragraph (e) of this AD, prior to further flight, accomplish either paragraph (h)(1) or (h)(2) of this AD, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(1) Install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (h) of this AD. Or

(2) Blend out corrosion in accordance with the service bulletin.

(i) If blend out of corrosion is beyond 10 percent of original thickness or any crack is found during accomplishment of the blend out procedures, install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (h) of this AD.

(ii) If blend out of corrosion does not exceed 10 percent of original material thickness, install repaired fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (h) of this AD.

(i) For airplanes equipped with Main Entry Door (MED) 3: Prior to the accumulation of 16 years of service since date of manufacture of the airplane, or within 15 months after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect cracks and/or corrosion of the girt bar support fitting at the left and right MED 3, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(j) If no cracks or corrosion is found during the inspection required by paragraph (i) of this AD, prior to further flight, accomplish either paragraph (j)(1) or (j)(2) of this AD in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(1) Remove inspected angles and reinstall it with a new coat of primer, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by this paragraph (j) of this AD. Or

(2) Reinstall the corner scuff plate and the threshold apron with corrosion resistant fasteners, in accordance with the service bulletin. Repeat the inspection required by paragraph (i) of this AD thereafter at intervals not to exceed 6 years.

(k) If any crack is found during the inspection required by paragraph (i) of this AD, prior to further flight, install the new angles with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994. After these actions are accomplished, no further action is required by this paragraph of this AD.

(l) If any corrosion is found during the inspection required by paragraph (i) of this AD, prior to further flight, accomplish either paragraph (l)(1) or (l)(2) of this AD, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(1) Install the new angles with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (l) of this AD. Or

(2) Blend out corrosion in accordance with the service bulletin.

(i) If blend out of corrosion is beyond 10 percent of original thickness or any crack is found during accomplishment of the blend out procedures, install the new angles with new fasteners, and reinstall threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (l) of this AD.

(ii) If blend out of corrosion does not exceed 10 percent of original material thickness, install the repaired angles with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (l) of this AD.

(m) 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 Aircraft Certification Office (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.

(n) 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.

Issued in Renton, Washington, on February 2, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–3074 Filed 2–7–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–NM–222–AD]

Airworthiness Directives; Airbus Model A310 and A300–600 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Airbus Model A310 and A300–600 series airplanes. This proposal would require repetitive Tap Test inspections to detect debonding of the elevator skins, and corrective actions, if necessary. This proposal is prompted by a report that a debonded area of the upper skin of an elevator had been discovered during a visual inspection. The actions specified by the proposed AD are intended to prevent the presence of water in the elevator, which could cause debonding of the elevator skins and, consequently, adversely affect the structural integrity of the elevator.

DATES: Comments must be received by March 22, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–222–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France.

This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Stephen Slotte, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2797; fax (206) 227–1320.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 94–NM–222–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–222–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Airbus Model A310 and A300–600 series airplanes. The DGAC advises that it has received a report indicating that a debonded area was discovered on the upper skin of the elevator on one airplane during a routine visual inspection. When the external skin was cut to perform a repair of the debonded area, water was discovered in the elevator. The presence of water in carbon fiber elevators can cause debonding of the elevator skins. This condition, if not corrected, could result in degradation of the structural integrity of the elevator by causing stiffness of the elevator and by adversely affecting the capability of the elevator to transfer loads.

Airbus has issued Service Bulletins A310–55–2016 (for Model A310 series airplanes) and A300–55–6014 (for Model A300–600 series airplanes), both dated September 10, 1993, which describe procedures for repetitive thermographic inspections to detect water in the elevator. These service bulletins also provide procedures to protect and repair debonded areas of the elevator. The DGAC classified both service bulletins as mandatory and issued French airworthiness directive CN 94–184–157(B), dated September 14, 1994, in order to assure the continued airworthiness of these airplanes in France.

The French airworthiness directive also mandates the accomplishment of repetitive Tap Test inspections to detect disbonding of the elevator skins. Procedures for performing these Tap Test inspections are described in Airbus Model A310 and A300–600 Nondestructive Testing Manuals (NTM).

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require repetitive Tap Test inspections to detect debonding of the elevator skins, and corrective actions, if necessary. These actions would be required to be accomplished in accordance with the NTM.

Additionally, this proposal also would require repetitive thermographic inspections of the elevator to detect trapped water if certain amounts of debonding are detected. These inspections, and necessary repair, would be required to be accomplished in accordance with the Airbus service bulletins described previously.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been included in this notice to clarify this.

This proposed AD also would require that certain water-affected areas be repaired in accordance with a method approved by the FAA. Accomplishment of a thermographic inspection and correction of any discrepancy, would terminate the repetitive Tap Test inspections, but would continue to require repetitive thermographic inspections.

The FAA estimates that 15 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 5 work hours per airplane to accomplish the proposed actions, and that the average labor rate is $60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $4,500, or $300 per airplane, per inspection cycle.

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

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

39.13 [Amended]

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

Airbus: Docket 94–NM–222–AD.

Applicability: Model A310 and A300–600 series airplanes on which Airbus Modification 4805 has been installed, 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 (g) 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 the presence of water in the elevator, which could cause debonding of the elevator skins and, consequently, could affect the structural integrity of the elevator, accomplish the following:

(a) Perform a Tap Test inspection to detect debonding of the elevator skins, in accordance with the procedures described in the Airbus Model A300–600 or A310 Nondestructive Test Manual (NTM), as applicable, at the later of the times specified in paragraphs (a)(1) and (a)(2) of this AD.

(1) Prior to the accumulation of 5,000 total landings on the elevator, or within 5 years after the first landing on the elevator, whichever occurs later. Or

(2) Within 3 months after the effective date of this AD.

(b) If no debonding is detected, repeat the Tap Test inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 500 landings or 3 months, whichever occurs first.

(c) If debonding is detected, the largest debonded area is smaller than 400 cm^2, and the distance between two debonded areas is equal to or greater than 2.5 times the diameter of the largest defect: Repeat the Tap Test inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 250 landings or every 3 months, whichever occurs first.

(d) If the debonding detected is 400 cm^2 or larger, prior to further flight, perform a thermographic inspection to detect water in the elevator, in accordance with Airbus Service Bulletin A310–55–2016 (for Model A310 series airplanes) or Airbus Service Bulletin A300–55–6014 (for Model A300–600 series airplanes), both dated December 1, 1990, as applicable. Prior to further flight, correct any discrepancy in accordance with the applicable service bulletin. Repeat the thermographic inspections thereafter at intervals not to exceed 4,500 landings, or every five years, whichever occurs first, in accordance with the applicable service bulletin.

(e) If any water-affected area detected during any inspection required by this AD is greater than 40,000 sq. mm. in size, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(f) Accomplishment of the thermographic inspections, as specified in paragraph (d) of this AD, constitutes terminating action for the repetitive tap test inspections required by paragraph (a) of this AD.

(g) 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. 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.

(h) 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.

Issued in Renton, Washington, on February 2, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–3075 Filed 2–7–95; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[IA–17–94; EE–36–94]

RIN 1545–AS74

Payment by Employer of Expenses for Club Dues, Meals and Entertainment, and Spousal Travel; Correction

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Correction to notice of proposed rulemaking.

SUMMARY: This document contains corrections to the notice of proposed rulemaking, which was published in the **Federal Register** for Friday, December 16, 1994 (59 FR 64909). The proposed regulations relate to reimbursements and other expense allowance arrangements, working condition fringe benefits, expenses for club dues, spousal travel, and business meals and entertainment that are disallowed as a deduction to the employer.

FOR FURTHER INFORMATION CONTACT: Concerning regulations under sections 62 and 132, David N. Pardys, (202) 622–6040; concerning regulations under section 274, John T. Sapienza, Jr., (202) 622–4920; and concerning the hearing, Christina Vasquez, (202) 622–7190, (not toll-free numbers).

SUPPLEMENTARY INFORMATION:

Background

The notice of proposed rulemaking that is the subject of these corrections is under section 62(c), 132(d), and 274 of the Internal Revenue Code.

Need for Correction

As published, the notice of proposed rulemaking contains typographical errors that are in need of correction.

Correction of Publication

Accordingly, the publication of the notice of proposed rulemaking which is the subject of FR Doc. 94–30877, is corrected as follows: