

(2) Set and hold the pitch trim switch on the pilot's control wheel until the stabilizer is in full NOSE UP position.

(3) Set and hold the pitch trim switch on the pilot's control wheel to NOSE DOWN position and, while the stabilizer is moving, press the PITCH TRIM DISC switch on the pilot's control wheel when the needle on the stabilizer trim position indicator reaches the first marking of the take-off configuration green band. Verify that both CHAN INOP lights are on.

(4) Verify that the stabilizer over-travel is less than one degree, as read on the stabilizer trim position indicator on the center instrument panel.

Note 2: One increment on the stabilizer trim position indicator is equal to one degree of stabilizer travel.

(i) If the stabilizer over-travel is less than or equal to one degree, the pitch trim brake performance meets the ground performance requirements and is considered serviceable.

(ii) If the stabilizer over-travel is more than one degree, dispatch is prohibited. Correction is required prior to further flight, in accordance with Bombardier Alert Service Bulletin A600-0645, dated January 11, 1995 (for Model CL-600-1A11 series airplanes), or A601-0443, dated January 11, 1995 (for Model CL-600-2A12 and CL-600-2B16 series airplanes), as applicable.

(b) For airplanes on which the stabilizer over-travel is shown to be equal to or less than 1 degree during the functional test required by paragraph (a) of this AD, and no overspeed annunciation has been reported previously, repeat the functional test thereafter at intervals not to exceed 100 hours time-in-service.

(c) For airplanes on which the stabilizer over-travel is shown to be equal to or less than 1 degree during the functional test required by paragraph (a) of this AD, and overspeed annunciation has been reported previously, accomplish paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD.

(1) Prior to each flight, exercise the pitch trim system by accomplishing the following: "Command full NOSE DOWN, then full NOSE UP and re-position."

(2) Prior to further flight following accomplishment of the functional test required by paragraph (a) of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following information. This may be accomplished by inserting a copy of this AD in the AFM.

"1. Do not engage autopilot at an altitude below 1,000 feet AGL.

"2. Monitor 8 CH annunciator for FLT CONT light.

"3. Maximum flap setting to be used is Flap 20 degrees."

(3) Within 50 hours time-in-service after the effective date of this AD, perform an operational test to identify the unserviceable HSTA or horizontal stabilizer trim control unit (HSTCU) and replace it with a serviceable unit, in accordance with Bombardier Alert Service Bulletin A600-0645, dated January 11, 1995 (for Model CL-600-1A11 series airplanes), or A601-0443, dated January 11, 1995 (for Model CL-600-

2A12 and CL-600-2B16 series airplanes), as applicable. Replacement of the unserviceable unit with a serviceable unit constitutes terminating action for the requirements of paragraphs (c)(1) and (c)(2) of this AD. Following such replacement, exercise of the pitch trim system may be discontinued and the limitation may be removed from the AFM.

(4) Thereafter at intervals not to exceed 100 hours time-in-service repeat the functional test of the HSTA brake as specified in paragraph (a) of this AD.

(d) For airplanes on which the stabilizer over-travel is shown to be more than 1 degree during the functional test required by paragraph (a) of this AD, accomplish the requirements of paragraphs (d)(1) and (d)(2) of this AD.

(1) Prior to further flight, perform an operational test to identify the unserviceable HSTA or HSTCU and replace it with a serviceable unit, prior to further flight, in accordance with Bombardier Alert Service Bulletin A600-0645, dated January 11, 1995 (for Model CL-600-1A11 series airplanes), or A601-0443, dated January 11, 1995 (for Model CL-600-2A12 and CL-600-2B16 series airplanes), as applicable.

(2) Thereafter at intervals not to exceed 100 hours time-in-service repeat the functional test of the HSTA brake as specified in paragraph (a) in this AD.

(e) 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

(f) 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.

(g) The operational test and replacement shall be done in accordance with Bombardier Alert Service Bulletin A600-0645, dated January 11, 1995, or Bombardier Alert Service Bulletin A601-0443, dated January 11, 1995, as applicable. 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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centreville, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on September 12, 1995.

Issued in Renton, Washington, on August 15, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-20632 Filed 8-25-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-CE-35-AD; Amendment 39-9349; AD 95-18-01]

Airworthiness Directives; Scheibe Flugzeugbau GmbH SF34 and SF34B Gliders

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Scheibe Flugzeugbau GmbH SF34 and SF34B gliders. This action requires adding armature (supportive covering) to both wings, modifying the root rib of the left wing and incorporating changes and operating limitations to the flight manual. Failure of the left wing root rib on one of the affected gliders while in flight prompted this action. The actions specified by this AD are intended to prevent fatigue failure of the wing, which could result in loss of control of the glider.

DATES: Effective October 16, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 16, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from Scheibe Flugzeugbau GmbH, August Pfaltz—Strasse 23, Dachau, Germany. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 94-CE-35-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Herman C. Belderok, Project Officer, Gliders, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Scheibe Flugzeugbau GmbH SF34 and SF34B gliders was published in the

Federal Register on March 30, 1995 (60 FR 16398). The action proposed to require adding armature (supportive covering) to both wings, modifying the root rib of the left wing, and incorporating changes and operating limitations to the flight manual. Accomplishment of the proposed action would be in accordance with Scheibe Technical Note (TN) No. 336-2, dated March 10, 1989.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA had determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 2 gliders in the U.S. registry will be affected by this AD, that it will take approximately 20 workhours per glider to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$50 per glider. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$2,500 (\$1,250 per glider). This figure is based upon the assumption that no affected owner/operator of the affected gliders has incorporated the proposed modification.

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 copy of the final 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, 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: U.S.C. 106(g); 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

95-18-01 Scheibe Flugzeugbau GmbH:
Amendment 39-9349; Docket No. 94-CE-35-AD.

Applicability: Models SF34 and SF34B gliders (serial numbers 5102 through 5131), certificated in any category.

Note 1: This AD applies to each glider 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 gliders 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 (e) 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 glider from the applicability of this AD.

Compliance: Required within the next 50 hours time in service (TIS) after the effective date of this AD, unless already accomplished.

To prevent fatigue failure of the wing, which could result in loss of control of the glider, accomplish the following:

(a) Add armature (supportive covering) to both wings in accordance with the job instructions section of Scheibe Technical Note (TN) No. 336-2, dated March 10, 1989.

(b) Modify the root rib of the left wing in accordance with the job instructions section of Scheibe TN No. 336-2, dated March 10, 1989.

(c) Accomplish the following flight manual changes:

(1) Replaces pages 1 and 13 of the flight manual with revised pages 1 and 13 included with Scheibe TN No. 336-2, dated March 10, 1989.

(2) Replace pages 1 and 11 in the Instructions for Continued Airworthiness with the revised pages 1 and 11 included with Scheibe TN No. 336-2, dated March 10, 1989.

(3) In page 8 of the flight manual, add 1 kg to the current empty weight of the glider and deduct 1 kg from the current maximum load as specified in paragraph 3 of the Instructions section of Scheibe TN No. 336-2, dated March 10, 1989.

(4) Remove existing operating limitations and incorporate new operating limitations into the Limitations section of the flight manual as specified in paragraph 4 of the Instructions section of Scheibe TN No. 336-2, dated March 10, 1989.

(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 glider to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety, may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106.

The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

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

(f) The modifications required by this AD shall be done in accordance with Scheibe Technical Note 336-2, dated March 10, 1989. 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 Scheibe Flugzeugbau GmbH, August Pfaltz—Strasse 23, Dachau, Germany. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(g) This amendment (39-9349) becomes effective on October 16, 1995.

Issued in Kansas City, Missouri, on August 16, 1995.

Gerald W. Pierce,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-20804 Filed 8-25-95; 8:45 am]

BILLING CODE 4910-13-U-M