

a new airworthiness directive (AD), amendment 39-9393, to read as follows:

93-16-06 R Canadair: Amendment 39-9393, Docket 95-NM-157-AD. Revises AD 93-16-06 R1, amendment 39-8826.

Applicability: Model CL-215-1A10 series airplanes that are not equipped with powered ailerons; and Model CL-215-6B11 series airplanes that are not equipped with powered ailerons; 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 (d) 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 potential flutter of the rudder-aileron interconnect tab, which could result in reduced controllability of the airplane, accomplish the following:

(a) For Model CL-215-1A10 series airplanes, serial numbers 1001 through 1125 inclusive, that are not equipped with powered ailerons: Within 12 months after October 4, 1993 (the effective date of AD 93-16-06, amendment 39-8663), on the right wing install weights to the aileron balance weight mounting channel and install washers to the interconnect tab mass balance arms, in accordance with Canadair Alert Service Bulletin 215-A435, dated August 14, 1990.

(b) For all other Model CL-215-1A10 series airplanes that are not equipped with powered ailerons and are not subject to paragraph (a) of this AD: Within 12 months after March 1, 1994 (the effective date of AD 93-16-06 R1, amendment 39-8826), on right wing install weights to the aileron balance weight mounting channel and install washers to the interconnect tab mass balance arms, in accordance with Canadair Alert Service Bulletin 215-A435, dated August 14, 1990.

(c) For Model CL-215-6B11 series airplanes that are not equipped with powered ailerons: Within 12 months after the effective date of this AD, on the right wing install weights to the aileron balance weight mounting channel and washers to the interconnect tab mass balance arms, in accordance with Canadair Alert Service Bulletin 215-A435, dated August 14, 1990.

(d) 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

(e) 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.

(f) The installation shall be done in accordance with Canadair Alert Service Bulletin 215-A435, dated August 14, 1990. The incorporation by reference of this document was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51 as of October 4, 1993 (58 FR 46766, September 3, 1993). Copies may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station A, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York ACO, 181 South Franklin Avenue, Room 202, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on October 15, 1995.

Issued in Renton, Washington, on October 3, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-25031 Filed 10-6-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 94-ACE-17]

Amendment to Class E Airspace; Washington, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Washington, IA, to accommodate a new standard instrument approach procedure (SIAP) at Washington Municipal Airport. This action will provide for additional controlled airspace necessary for both the new VOR/DME to Runway 36 and the existing VOR/DME RNAV or GPS and NDB SIAPs to Runway 31. A minor correction is also being made in the geographic coordinates of the Washington Municipal Airport.

EFFECTIVE DATE: 0901 UTC, January 4, 1996.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Air Traffic Operations Branch, ACE-530, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION:

History

On April 19, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E airspace area at Washington, IA (60 FR 19553). The proposed action would provide controlled airspace to accommodate a VOR/DME SIAP to Runway 36 at the Washington Municipal Airport in addition to the existing VOR/DME RNAV or GPS and NDB Runway 31 SIAPs. A minor correction is also being made in the geographical coordinates of the airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments or objections to the proposal were received. Class E airspace areas extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The class airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Washington, IA, by providing additional controlled airspace for aircraft executing the new VOR/DME Runway 36 SIAP and the existing VOR/DME RNAV or GPS and NDB SIAPs to Runway 31 at the Washington Municipal Airport. This action also corrects the geographic coordinates of the airport.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air

traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 1069(g); 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follow:

Paragraph 6005 Class E Airspace Areas Extending From 700 Feet or More Above the Surface of the Earth

* * * * *

ACE IA E5 Washington, IA [Revised]

Washington Municipal Airport, IA.
(Lat. 41°16'34" N, long. 91°40'24" W).

That airspace extending upward from 700 feet above the surface within a 7-miles radius of the Washington Municipal airport and within 3.5 miles each side of the 191° bearing from the airport extending from the 7-mile radius to 13 miles sought of the airport.

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Issued in Kansas City, MO, on September 25, 1995.

Richard L. Day,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 95–25057 Filed 10–6–95; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Parts 121, 125, and 135

[Docket No. 27229]

Flight Attendant Duty Period Limitations and Rest Requirements

AGENCY: Federal Aviation Administration.

ACTION: Notification of compliance date for final rule.

SUMMARY: This document specifies a date on and after which the Federal Aviation Administration expects full

compliance with the duty limitations and rest requirements for flight attendants as required by Amendment Nos. 121–241; 125–21; and 135–52. This action is necessary following court action that stayed the compliance date for this final rule for all affected carriers based on a petition for review of the final rule from Sun Country Airlines, Inc., and the court's subsequent denial of the petition.

DATES: Affected air carriers and commercial operators are notified that the FAA will begin enforcing the flight attendant duty limitations and rest requirements rules published at 59 FR 42974 (August 19, 1994) on February 1, 1996.

FOR FURTHER INFORMATION CONTACT: Donell Pollard, Air Transportation Division, Flight Standards Service, AFS–203, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591, (202) 267–3735.

SUPPLEMENTARY INFORMATION:

Availability of the Notice

Any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA–430, 800 Independence Ave., SW., Washington, DC 20591, or by calling (202) 267–3484. Requests must include the subject matter of this notice.

Background

On August 19, 1994, the Federal Aviation Administration (FAA) published in the **Federal Register** at 59 FR 42974, a final rule requiring air carriers, air taxi, and commercial operators to provide duty period limitations and rest requirements for flight attendants engaged in air transportation and air commerce. The FAA found that this action was necessary to ensure that flight attendants would be rested sufficiently to perform their routine and emergency safety duties. As a base level, the rule requires that a flight attendant be given 9 hours of rest following up to 14 hours of scheduled flight duty. However, the scheduled duty period may be extended if the carrier augments the flight attendant crew and provides additional hours of rest. The rule also provides that flight attendants be given 24 consecutive hours of rest during any 7 consecutive days. The rule contains a definition of 'rest period' as being free of all restraint or duty and free of all responsibility for work or duty should the occasion arise. The final rule also allows operators to apply pilot rest and

duty requirements to its flight attendants as an alternative to this final rule.

The final rule was effective September 19, 1994, with a compliance date of March 1, 1995, except for certain recording requirements. By publication in the **Federal Register** on October 19, 1994, the recording requirements were made effective on November 18, 1994. The compliance date of March 1, 1995, was restated in that amendment.

Sun Country Airlines challenged this rule, and on February 13, 1995, the United States Court of Appeals for the D.C. Circuit stayed the compliance date of the rule for all air carriers, air taxis and commercial operators. The Court issued its decision denying Sun Country Airlines' petition for review on May 30, 1995. A subsequent petition for rehearing and stay of its mandate were denied on August 24, 1995. The Court issued its mandate, lifting the stay, on August 25, 1995.

Because the original compliance date is now past, the FAA must establish a new date for the flight attendant rest and duty regulations. The FAA recognizes that many operators are already in compliance with the rule. The FAA also realizes that it will take some time for operators, who are not in compliance with the proposed rule, to develop and implement flight attendant schedules needed to comply with the rules. The FAA is also cognizant of the problems associated with developing schedules and adhering to those schedules during the Holiday season. Because of these considerations, the FAA is allowing sufficient time for operators to develop the procedures needed to comply with the rules. Therefore, the FAA expects full compliance with the flight attendant duty limitations and rest requirements final rule by February 1, 1996, and the FAA will take appropriate action against any operator that is not in full compliance by that date.

Issued in Washington, DC on September 28, 1995.

Thomas C. Accardi,

Director, Flight Standards Service.

[FR Doc. 95–24803 Filed 10–6–95; 8:45 am]

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