

(d) Perform a fluorescent penetrant inspection of blades for cracks in accordance with Hartzell Propeller Inc. Service Bulletin 136H, dated March 12, 1993, prior to installing a serviceable hub.

(e) Perform magnetic particle inspection of blade clamps for cracks in accordance with Hartzell Service Manual 202A, Revision 3, dated June 1995, pages 201 to 215, prior to installing a serviceable hub.

(f) If cracks are found in either the blade or the blade clamps, prior to further flight replace with serviceable blade or blade clamps.

(g) Reassemble the propeller in accordance with Hartzell Propeller Inc. Service Manual 118F, Revision 2, dated May 1992, pages 57 through 96, for 3- and 4-bladed hub models, and Service Manual 132A, Revision 2, dated June 1992, pages VII-1 to -46, for 5-blade hub models.

(h) 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, Chicago Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

(i) 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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on April 16, 1996.

Jay J. Pardee,

*Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

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#### 14 CFR Part 39

[Docket No. 94-CE-22-AD]

RIN 2120-AA64

#### Airworthiness Directives; Fairchild Aircraft SA26, SA226, and SA227 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Supplemental notice of proposed rulemaking (NPRM); Reopening of the comment period.

**SUMMARY:** This document proposes to revise an earlier proposed airworthiness

directive (AD), which would have superseded AD 93-19-06. That AD currently requires repetitively inspecting acrylic cabin and cockpit side windows for cracks on certain Fairchild Aircraft SA26, SA226, and SA227 series airplanes, and, if cracks are found that exceed certain limitations, replacing that window. The previous document included the following: the proposed requirement of modifying certain cockpit side windows; more fully-defined crack limitations; and more clear repetitive inspection intervals for the affected airplanes over those included in AD 93-19-06. Comments received regarding the NPRM have prompted the Federal Aviation Administration to change the proposal and allow the public a further opportunity to participate in the rulemaking process. The actions specified by the proposed AD are intended to prevent acrylic cabin or cockpit side window failures, which, if not detected and corrected, could result in airframe damage and decompression injuries.

**DATES:** Comments must be received on or before June 24, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-CE-22-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; telephone (210) 824-9421. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Hung Viet Nguyen, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5155; facsimile (817) 222-5960.

#### 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 should 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 that summarizes 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 No. 94-CE-22-AD." The postcard will be date stamped and returned to the commenter.

#### Availability of Supplemental NPRM

Any person may obtain a copy of this supplemental NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-CE-22-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

#### Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Fairchild Aircraft SA26, SA226, and SA227 series airplanes was published in the Federal Register on February 21, 1995 (60 FR 9649). The action proposed to supersede AD 93-19-06 with a new AD that would maintain the requirement of repetitively inspecting acrylic cabin and cockpit side windows for cracks, and replacing any window where cracks are found that exceed certain limitations. That NPRM proposed to require modifying windows that do not have inner window panes installed. Accomplishment of the modification proposed in the NPRM would be in accordance with the following service bulletins (SB), as applicable:

Page No.

Date

Fairchild SB 26-56-10-045, which incorporates the following pages and revision levels:

3, 4, 5, and 9 ..... Revised: December 1, 1994.

Page No.	Date
1, 2, 6, 7, 8, and 10 through 14 .....	Issued: August 11, 1994.
Fairchild SB 226-56-005, which incorporates the following pages and revision levels:	
3 through 7, and 9 .....	Revised: December 1, 1994.
1, 2, and 8 .....	Revised: August 11, 1994.
10 through 16 .....	Issued: July 31, 1991.
and Fairchild SB 227-56-005, which incorporates the following pages and revision levels:	
3 through 7, and 9 .....	Revised: December 1, 1994.
1, 2, and 8 .....	Revised: August 11, 1994.
10 through 16 .....	Issued: July 31, 1991.

Accomplishment of the repetitive inspections proposed in the NPRM would be in accordance with the following SB's, as applicable:

Fairchild SB 26-56-20-042, Issued: November 28, 1988; Revised: February 7, 1991.

Fairchild SB 226-56-001, Issued: February 2, 1983; Revised: November 26, 1991.

Fairchild SB 227-56-001, Issued: February 2, 1983; Revised: November 26, 1991.

Fairchild SB 226-56-002, Issued: March 3, 1983; Revised: May 29, 1992.

Fairchild SB 227-56-002, Issued: January 5, 1984; Revised: May 29, 1992, and April 1, 1993.

Fairchild SB 226-56-003, Issued: September 13, 1984; Revised: November 2, 1989.

Fairchild SB 227-56-003, Issued: September 13, 1984; Revised: November 2, 1989.

Fairchild SB 26-56-10-038, Issued: October 8, 1984; Revised: February 7, 1991.

Interested persons have been afforded an opportunity to participate in the making of this amendment. After reviewing all the comments received on the NPRM, the FAA is revising the proposal to eliminate the proposed dual-pane cockpit side window modification, and is proposing repetitive single-pane cockpit side window replacements (every 5,000 hours time-in-service). The repetitive inspections would remain as originally proposed. Due consideration has been given to the comments that follow.

Fifteen comments were received in reference to the dual-pane cockpit side window modification. These comments present the view that the compliance times for the modification are unrealistic, that there is no justification for the FAA to mandate the dual-pane modification, and that a new improved cockpit side window defogging system should be developed instead of the modification. Since the FAA has revised the NPRM to include repetitive single-pane cockpit side window replacements instead of the dual-pane cockpit side

window modification, these comments no longer apply to the rule as now proposed.

Seven commenters state that the FAA miscalculated the economic impact of the AD upon the operators, specifically that the 14 hours proposed to accomplish the modification is closer to 50 workhours for each side or 100 workhours per airplane. The FAA concurs that it miscalculated the economic impact and agrees that the proposed modification would take approximately 100 workhours per airplane (50 workhours each side). However, since the proposal is being revised to incorporate a life limit on the single-pane windows and since mandatory dual-pane modification is no longer proposed, the economic portion to the preamble of this proposal has been adjusted to reflect the single-pane installation costs instead of the double pane modification costs.

After examining the circumstances and reviewing all available information related to the subject described above including the comments received, the FAA has determined that the NPRM should be revised and that AD action should still be taken to prevent acrylic cabin or cockpit side window failures, which, if not detected and corrected, could result in airframe damage and decompression injuries.

Since this revision of the NPRM to add a life limit for the single-pane cockpit side windows proposes actions that go beyond the scope of what was already proposed, the FAA is reopening the comment period to allow the public additional time to comment on this proposed action.

Since an unsafe condition has been identified that is likely to exist or develop in other Fairchild Aircraft SA26, SA226, and SA227 series airplanes of the same type design, the proposed AD would supersede AD 93-19-06 with a new AD that would maintain the requirement of repetitively inspecting the cabin and cockpit side windows, and would add a life limit for the single-pane cockpit side windows. Accomplishment of the single-pane

window installation would be in accordance with the applicable maintenance manual. The proposed inspections would continue to be accomplished in accordance with the service bulletins previously referenced.

The compliance time for the proposed AD is presented in both hours time-in-service (TIS) and calendar time. The referenced acrylic cabin and cockpit side windows are affected whether the airplane is in flight or on the ground. In addition, the utilization rates of the affected airplanes vary among operators. For example, operators in unscheduled service utilize their airplanes an average of approximately 200 to 300 hours TIS annually, while those in commuter service (scheduled) utilize their airplanes an average of approximately 2,000 hours TIS annually. Based on this wide utilization rate variance and the fact that these windows are affected when the airplane is in flight and on the ground, the FAA has determined that the compliance time for the proposed rule should be in hours TIS and calendar time.

The FAA estimates that 633 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 28 workhours per airplane (14 workhours per window) to accomplish the proposed life limit installation and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$2,200 per airplane (\$1,100 per window). Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$2,456,040. AD 93-19-06 currently requires the same inspections as the proposed AD for all of the affected airplanes. Therefore, the cost impact of the proposed inspections (3 workhours  $\times$  \$60  $\times$  633 airplanes = \$113,940) for operators of all affected airplanes is the same as AD 93-19-06. The figure does not take into account the cost of repetitive inspections. The FAA has no way of determining how many repetitive inspections each owner/operator may incur over the life of the airplane.

In addition, Fairchild Aircraft has informed the FAA that approximately 250 of the 633 affected airplanes are equipped with cockpit side windows with inner window panes, and therefore are not subject to the single-pane window replacements (dual-pane windows would still be subject to repetitive inspections). With this in mind, the proposed cost impact upon U.S. operators would be reduced approximately \$970,000 from \$2,456,040 to \$1,486,040.

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 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) 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 has been placed 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. 106(g), 40113, 44701.

##### § 39.13 [Amended]

2. Section 39.13 is amended by removing Airworthiness Directive (AD) 93-19-06, Amendment 39-8705 (58 FR 51771, October 5, 1993), and by adding a new AD to read as follows:

Fairchild Aircraft: Docket No. 94-CE-22-AD. Supersedes AD 93-19-06, Amendment 39-8705.

*Applicability:* Models SA26-T, SA26-AT, SA226-T, SA226-T(B), SA226-AT, SA226-TC, SA227-AT, SA227-AC, SA227-BC, and SA227-TT airplanes (all serial numbers for all models), 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 request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this

AD, and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

*Note 2:* The applicability of this AD takes precedence over that specified in the service information.

*Compliance:* Required as indicated in the body of the AD, unless already accomplished.

To prevent acrylic cabin or cockpit side window failures, which, if not detected and corrected, could result in airframe damage and decompression injuries, accomplish the following:

*Note 3:* The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.

Level 2: (1), (2), (3), etc.

Level 3: (i), (ii), (iii), etc.

Level 4: (A), (B), (C), etc.

Level 2, Level 3, and Level 4 structures are designations of the Level 1 paragraph they immediately follow.

(a) Upon the accumulation of 5,000 hours time-in-service (TIS) or within the next 1,000 hours TIS after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 5,000 hours TIS, replace each single-pane cockpit side window with a new window of like design in accordance with the applicable maintenance manual.

(1) Accomplish the inspection specified in paragraph (b) of this AD between 10 to 20 hours TIS after replacing each window to ensure that no damage has occurred after installation; and

(2) If cracks are found, utilize the chart in paragraph (b) of this AD to determine the applicable action necessary.

(b) Visually inspect all acrylic single-pane cockpit side windows for cracks in accordance with the service information presented in paragraph (d)(2) of this AD, as applicable. Accomplish the initial inspection, and applicable reinspection or replacement as specified in the following chart:

Condition	Initial action	Repetitive action
Upon the effectiveness of this AD	Inspect at 150 hours TIS after the effective date of the AD.	Reinspect at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.
If cracks are found where the sum total of all cracks is less than 4.3 inches in combined length, but where a crack meets or exceeds .30 inches as specified in the Crack Limitations section of the service information referenced in paragraph (d)(2) of this AD.	Accomplish one of the following: ...  1. Prior to further flight, replace the window with a new window of like design in accordance with the applicable maintenance manual or.	Accomplish the corresponding repetitive action:  1. Reinspect initially between 10 and 20 hours TIS after replacing the window to ensure that no damage has occurred after installation, and thereafter at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found or

Condition	Initial action	Repetitive action
<p>If cracks are found where the sum total of all cracks meets or exceeds 4.3 inches in combined length.</p> <p>With cracks found that are less than .30 inches (as specified in the applicable service information referenced in paragraph (d)(2) of this AD) provided the sum total of all cracks does not exceed 4.3 inches in combined length.</p> <p>With no cracks found after one of the inspections required by this AD.</p>	<p>2. Prior to further flight, fabricate a placard with the following words in letters at least 0.10-inch in height and install this placard within the pilot's clear view close to the pressurization controls: "AIRPLANE MUST BE OPERATED UNPRESSURIZED", and prior to further flight, insert a copy of this AD into Limitations Section of the FAA-approved Airplane Flight Manual (AFM).</p> <p>Prior to further flight, replace the window with a new window of like design in accordance with applicable maintenance manual.</p> <p>Reinspect within 25 hours TIS or 30 calendar days, whichever occurs first.</p> <p>Reinspect within 1,000 hours TIS and 12 calendar months after the last inspection, whichever occurs first.</p>	<p>2. Repeat the inspection specified in paragraph (b) of this AD at intervals not to exceed 25 hours TIS or 30 calendar days, and whichever occurs first, provided the sum total of all cracks does not exceed 4.3 inches in combined length. Replace the window and continue the actions necessary under the "With cracks found where the sum total of all cracks meets or exceeds 4.3 inches in combined length" condition column.</p> <p>Reinspect initially between 10 and 20 hours TIS after replacing the window to ensure that no damage has occurred after installation, and thereafter at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.</p> <p>Continue this reinspection at intervals not to exceed 25 hours TIS or 30 calendar days, whichever occurs first, provided no crack is found that is .30 inches or greater or the combined length of all cracks exceeds 4.3 inches in combined length. Use applicable condition column entry to determine compliance times if any of these crack limits are met.</p> <p>Reinspect at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.</p>

(c) Visually inspect all acrylic cabin and dual-pane cockpit side windows for cracks in accordance with the service information

specified in paragraphs (d)(1) and (d)(2) of this AD. Accomplish the initial inspection

and applicable reinspection or replacement as specified in the following chart:

Condition	Initial action	Repetitive action
<p>Upon the effectiveness of this AD</p> <p>If cracks are found where the sum total of all cracks is less than 4.3 inches in combined length, but where a crack meets or exceeds .30 inches as specified in the Crack Limitations section of the service information referenced in paragraph (d)(2) of this AD.</p>	<p>Inspect at 150 hours TIS after the effective date of the AD, unless already accomplished within the last 1,000 hours TIS or 12 calendar months, which would put airplane in compliance with superseded AD 93-19-06. Use the results of the previous inspection under AD 93-19-06 to determine repetitive interval.</p> <p>Accomplish one of the following: ...</p> <p>1. Prior to further flight, replace the window with a new window of like design in accordance with the applicable maintenance manual or.</p>	<p>Reinspect at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.</p> <p>For airplanes taking "unless already accomplished" credit for the initial inspection, use the results of the previous inspection under AD 93-19-06 to determine the repetitive action.</p> <p>Accomplish the corresponding repetitive action:</p> <p>1. Reinspect initially between 10 and 20 hours TIS after replacing the window to ensure that no damage has occurred after installation, and thereafter at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found or</p>

Condition	Initial action	Repetitive action
If cracks are found where the sum total of all cracks meets or exceeds 4.3 inches in combined length.	2. Prior to further flight, fabricate a placard with the following words in letters at least 0.10-inch in height and install this placard within the pilot's clear view close to the pressurization controls: "AIRPLANE MUST BE OPERATED UNPRESSURIZED", and prior to further flight, insert a copy of this AD into the Limitations Section of the FAA-approved Airplane Flight Manual (AFM). Prior to further flight, replace the window with a new window of like design in accordance with the applicable maintenance manual.	2. Repeat the inspection specified in paragraph (b) of this AD at intervals not to exceed 25 hours TIS or 30 calendar days, whichever occurs first, provided the sum total of all cracks does not exceed 4.3 inches in combined length. Replace the window and continue the actions necessary under the "With cracks found where the sum total of all cracks meets or exceeds 4.3 inches in combined length" condition column.
With cracks found that are less than .30 inches (as specified in the applicable service information referenced in paragraph (d)(2) of this AD) provided the sum total of all cracks does not exceed 4.3 inches in combined length.	Reinspect within 25 hours TIS or 30 calendar days, whichever occurs first.	Reinspect initially between 10 and 20 hours TIS after replacing the window to ensure that no damage has occurred after installation, and thereafter at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.
With no cracks found after one of the inspections required by this AD.	Reinspect within 1,000 hours TIS and 12 calendar months after the last inspection, whichever occurs first.	Continue this reinspection at intervals not to exceed 25 hours TIS or 30 calendar days, whichever occurs first, provided no crack is found that is .30 inches or greater or the combined length of all cracks exceeds 4.3 inches in combined length. Use applicable condition column entry to determine compliance times if any of these crack limits are met.
		Reinspect at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.

(d) The following specifies the service bulletins that contain the procedures to accomplish the required inspections:

Models	Service bulletins
(1) For acrylic cabin windows: SA26-T and SA26-AT ..... SA226-T and SA226-T(B) ..... SA226-AT and SA226-TC ..... SA227-AT, SA227-AC, and SA227-BC ..... SA227-TT .....	26-56-20-042, Issued: November 28, 1988, Revised: February 7, 1991. 226-56-001, Issued: February 2, 1983, Revised: November 26, 1991. 226-56-002, Issued: March 3, 1983, Revised: May 29, 1992. 227-56-002, Issued: January 5, 1984, Revised: May 29, 1992, and April 1, 1993. 227-56-001, Issued: February 2, 1983, Revised: November 26, 1991.
(2) For acrylic cockpit side windows: SA26-T and SA26-AT ..... SA226-T, SA226-T(B), SA226-AT, and SA226-TC ..... SA227-AT, SA227-AC, SA227-BC, and SA227-TT .....	26-56-10-038, Issued: October 8, 1984, Revised: February 7, 1991. 226-56-003, Issued: September 13, 1984, Revised: November 2, 1989. 227-56-003, Issued: September 13, 1984, Revised: November 2, 1989.

Note 4: The repetitive inspections required by this AD are also referenced in the FAA-approved Fairchild Airframe Airworthiness Limitations Manual, ST-UN-M001.

(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) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add

comments and then send it to the Manager, Fort Worth ACO.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

Note 6: Alternative methods of compliance approved in accordance with AD 93-19-06 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

(g) All persons affected by this directive may obtain copies of the document referred to herein upon request to Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(h) This amendment supersedes AD 93-19-06, Amendment 39-8705.

Issued in Kansas City, Missouri, on April 19, 1996.

Henry A. Armstrong,

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-10308 Filed 4-25-96; 8:45 am]

**BILLING CODE 4910-13-P**