

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

NUCLEAR REGULATORY COMMISSION

10 CFR Part 26

Meeting Regarding Onsite Fitness-For-Duty Testing

AGENCY: Nuclear Regulatory Commission.

ACTION: Notice of open meeting (Rescheduled).

SUMMARY: The Nuclear Regulatory Commission (NRC) will conduct an open meeting to discuss regulatory options under the provisions of 10 CFR Part 26 for performing onsite screening tests by the Washington Public Power Supply System (WPPS) of urine specimens collected by the Utilities Service Alliance (USA) members. The WPPS requested the meeting to discuss its proposed approach to conduct initial screening tests of urine specimens sent to them by USA members to determine which specimens are negative and need no further testing at an HHS-certified laboratory. A summary of the meeting will be prepared and will be available upon request.

This meeting was originally scheduled for January 11, 1996, but had to be postponed due to inclement weather.

DATES: The meeting will be held at 9:30 a.m. on January 31, 1996.

ADDRESSES: The meeting will be in Room 6-B11 at NRC Headquarters, One White Flint North, 11555 Rockville Pike, Rockville, Maryland.

Dated at Rockville, Maryland this 11 day of January 1996.

For the Nuclear Regulatory Commission,
LeMoine J. Cunningham,
Chief, Safeguards Branch, Division of Reactor Program Management, Office of Nuclear Reactor Regulation.

[FR Doc. 96-678 Filed 1-19-96; 8:45 am]

BILLING CODE 7590-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-NM-246-AD]

Airworthiness Directives; Airbus Model A300 Series Airplanes (Excluding Model A300 B4-600 Series Airplanes)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to all Airbus Model A300 series airplanes (excluding Model A300 B4-600 series airplanes), that currently requires certain structural inspections and modifications. This action would require additional structural inspections and modifications that have been identified as necessary to ensure the structural integrity of these airplanes as they approach their economic design goal. The actions specified by the proposed AD are intended to prevent degradation of the structural capability of the affected airplanes.

DATES: Comments must be received by March 1, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-246-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: Phil Forde, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2146; fax (206) 227-1149.

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-246-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-246-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On December 27, 1991, the FAA issued AD 92-02-09, amendment 39-8145 (57 FR 8257, March 9, 1992), applicable to all Airbus Model A300 series airplanes (excluding Model A300 B4-600 series airplanes), to require certain structural inspections and modifications. That action was prompted by reports of incidents involving fatigue cracking and corrosion in transport category airplanes that are approaching or have exceeded their economic design goal. These incidents have jeopardized the airworthiness of the affected airplanes. The requirements

of that AD are intended to prevent degradation of the structural capability of the affected airplanes.

Since the issuance of that AD, the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, has advised the FAA that additional structural inspections and modifications have been identified that are necessary in order to ensure the continuing structural integrity of the aging Model A300 fleet.

Explanation of Revised Service Information

Airbus has issued revisions of several of the service bulletins that currently are referenced in AD 92-02-09 as sources of service information. They are:

1. Airbus Service Bulletin A300-53-103, Revision 5, dated February 23, 1994, which describes procedures for repetitive visual inspections to detect cracks or other discrepancies in the junction seat tracks and dummy hinged seat tracks of the center section of the fuselage, and repair, if necessary.

2. Airbus Service Bulletin A300-53-162, Revision 5, dated March 17, 1994, which describes procedures for repetitive detailed visual external inspections to detect cracks of the left- and right-hand doubler angles, cracks of Hi-Lok fasteners securing the doubler angle, and cracks or stretching of the fastener heads; and various follow-on actions, if necessary. (The follow-on actions include replacement of the doubler angle; replacement of the fasteners; eddy current or rotating probe inspections to detect cracks of the fasteners; eddy current inspections to detect cracks or distortion of the attach holes; opening the attach holes to oversize the diameter, installation of certain fasteners; and eddy current inspections of the doubler angle pick-up holes to detect cracks or distortion.)

3. Airbus Service Bulletin A300-53-196, Revision 1, dated November 12, 1990, as amended by Service Bulletin Change Notice 1.A., dated February 4, 1991, which describes procedures for repetitive inspections using various inspection techniques to detect cracks of certain fastener holes, and repair, if necessary. (The inspections include ultrasonic, rototest eddy current, and manual eddy current techniques.) The actions described in the service bulletin are to be accomplished following the accomplishment of those described in Airbus Service Bulletin A300-53-194.

4. Airbus Service Bulletin A300-53-278, Revision 1, dated March 17, 1994, which describes procedures for repetitive eddy current inspections to detect cracks of the lower radius of the aft window frame at frame 10 in the

flight compartment, and repair, if necessary.

5. Airbus Service Bulletin A300-54-045, Revision 6, dated February 25, 1994, which describes procedures for repetitive internal and external visual inspections to detect cracks and looseness of the bolt/nut assemblies between RIB8 and RIB18, and replacement of cracked or loose bolt/nut assemblies with new parts.

6. Airbus Service Bulletin A300-54-060, Revision 3, dated February 25, 1994, which describes procedures for repetitive intensive visual inspections to detect damage of the hinge fittings and the associated fasteners of the fan reverser cowl, and replacement of damaged parts with new parts.

7. Airbus Service Bulletin A300-54-063, Revision 2, dated February 25, 1994, which describes procedures for repetitive detailed visual inspections to detect damage of the hinge fittings and the associated fasteners of the fan reverser cowl, and replacement of damaged parts with new parts.

8. Airbus Service Bulletin A300-54-066, Revision 2, dated February 25, 1994, which describes procedures for repetitive external visual inspections to detect cracks and damage of the skin panel (on both the outboard and inboard sides) around the first core cowl fitting at RIB6, and various follow-on actions, if necessary. (The follow-on actions include inspection of the bolts of the second core cowl fitting at RIB9, reinforcement of the skin panel at RIB6, and replacement of damaged parts.)

9. Airbus Service Bulletin A300-53-126, Revision 8, dated September 18, 1991, which describes procedures for reinforcing the strap and longitudinal joint between frames 72 and 80. Revision 8 of the service bulletin was issued to remove an inspection that was specified previously for accomplishment prior to installing Modification 2525.

10. Airbus Service Bulletin A300-53-226, Revision 5, dated September 7, 1991, which describes procedures for modifying the aft pressure bulkhead of the fuselage to improve corrosion protection. Revision 5 of the service bulletin was issued only to indicate that the DGAC classified this service bulletin as mandatory.

Explanation of Other Pertinent Service Information

Since the issuance of AD 92-02-09, Airbus also has issued the following service bulletins that are not referenced in AD 92-02-09, but relate to modifications and inspections deemed necessary for the continuing structural integrity of the fleet:

11. Airbus Service Bulletin A300-57-0194, Revision 2, including Appendix 1, dated August 19, 1993, which describes procedures for modification of the bottom boom at the stringer 8 runout plate on ribs 10 and 11 of the front spar of the wing. The modification involves removing the termination plate on stringer 8 and the termination cleat on rib 10 to stringer 8; machining off the integral rib foot at the stringer at rib 10 and replacing it with a new cleat; reprofiling and thinning down the end of stringer 8 at rib 10 in two stages; changing the existing bolts to the next nominal size or oversizing in the cold-expanded interference fit holes; and, if installed, replacing the existing tack rivet with a bolt. Accomplishment of this service bulletin further improves Modification 7811; this modification is required currently by AD 92-02-09 (reference Airbus Service Bulletin A300-57-165).

12. Airbus Service Bulletin A300-57-166, Revision 3, including Appendix 1, dated July 12, 1993, which describes procedures for cold expansion of certain spar holes on the front and center of the wings. Accomplishment of these procedures will reduce the probability of cracking in these areas of the wings.

13. Airbus Service Bulletin A300-57-0167, Revision 1, including Appendix 1, dated May 25, 1993, which describes procedures for modification of the bottom boom between ribs 6 and 7 and between ribs 8 and 9 of the front spar of the wings. The modification includes removing the bolts on the bottom boom; drilling out holes to allow for certain bolts to be fitted; inspecting the holes for cracks; cold expanding the bolt holes; installing new bolts into the cold-expanded holes; drilling, reaming, countersinking, and installing Taper-lok bolts; repairing damage to the fuel tank sealant; and performing a fuel leak test. Accomplishment of the modification will reduce the probability of cracks in these areas of the wings.

14. Airbus Service Bulletin A300-57-0168, Revision 3, including Appendix 1, dated November 22, 1993, which describes procedures for modification of the bottom boom in certain areas between ribs 1 and 9 of the rear spar of the wings. The modification involves draining and venting the fuel tanks in the wings; removing the existing bolts from the affected area; and either cold expanding the holes for transition fit bolts, or drilling, reaming, and countersinking for Taper-lok bolts. Accomplishment of the modification will reduce the probability of cracks in these areas of the wings.

15. Airbus Service Bulletin A300-57-0180, Revision 1, dated March 29, 1993,

which describes procedures for cold working the sealing angles of the center spar outboard of rib 8 adjacent to the pylon attachment fitting. These procedures include draining and venting the fuel tanks in the wings; removing any skin attachment bolts that obstruct access to the bolts in the vertical flange of the sealing angle; removing nine bolts from the vertical flange of the sealing angle and remachining the spot faces; cold expanding the nine bolt holes in the vertical flange; installing oversize bolts in the vertical flange; installing new oversize bolts at the skin attachment positions, if necessary; and repairing the damage to the fuel tank sealant. Accomplishment of these procedures will lower the probability of a reduction in the flight loading residual strength of the structure below the acceptable level due to cracking in the vertical web of a sealing angle in the center spar.

16. Airbus Service Bulletin A300-57-0185, Revision 1, including Appendix 1, dated March 8, 1993, which describes procedures for replacing the attachment bolts on the bottom skin of the front spar of the wings between ribs 1 and 6. Accomplishment of the replacement involves removing the existing bolts between ribs 1 and 6; cold expanding the holes; and installing certain new bolts. Accomplishment of this replacement will improve the fatigue life of the bottom boom on the front spar of the wing.

17. Airbus Service Bulletin A300-54-0084, dated April 21, 1994, which describes procedures for repetitive ultrasonic inspections to detect sheared rivets on the outer side lateral panels between ribs 12 and 18 of the pylon, and replacement of sheared rivets with new rivets.

The DGAC classified these service bulletins as mandatory and issued French airworthiness directives 90-222-116(B)R2, dated July 6, 1994, and 93-154-149(B), dated September 15, 1993, in order to assure the continued airworthiness of these airplanes in France.

Explanation of the Provisions of the Proposed AD

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 supersede AD 92-02-09. It would continue to require the structural inspections and modifications specified in AD 92-02-09, and would require other additional structural inspections and modifications, as well. The new proposed actions would be required to be accomplished in accordance with the service bulletins described previously.

Economic Impact

The FAA estimates that 4 airplanes of U.S. registry would be affected by this proposed AD.

The recurring inspections, which were required by AD 92-02-09 and continue to be required by this proposed AD, take approximately 196 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. The cost for required parts is \$2,000. Based on these figures, the cost impact of these recurring inspections on U.S. operators is estimated to be \$13,760 per airplane, or \$55,040 for the affected U.S. fleet.

The recurring inspection procedures that are added by this new AD action would require approximately 196 additional work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. The cost for required parts is \$2,000. Based on these figures, the added recurring inspection cost impact of this proposed AD on U.S. operators is estimated to be \$13,760 per airplane, or \$55,040 for the affected U.S. fleet.

The modifications required by AD 92-02-09, which continue to be required by this proposed AD, take approximately 316 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. The cost for required parts is \$72,000. Based on these figures, the cost of this modification on U.S. operators is estimated to be \$90,960 per airplane, or \$363,840 for the affected U.S. fleet.

The modifications that are added by this proposed AD action would require approximately 1,599 additional work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. The cost for required parts is \$145,000. Based on these figures, the added modification cost impact of this proposed AD on U.S. operators is estimated to be \$240,940 per airplane, or \$963,760 for the affected U.S. fleet.

Based on the figures discussed above, the cost impact of all of the requirements of this proposed AD is estimated to be \$418,880 for the recurring inspections and modifications required by AD 92-02-09, plus \$1,018,800 for the additional inspections and modifications required by this proposed AD. These cost impact figures assume that no operator has yet accomplished any of the requirements of this proposed AD. However, it can be reasonably assumed that the majority of affected operators have already initiated the inspections and modifications required by AD 92-02-09, and many may have already initiated the additional inspections and modifications that are proposed by this new AD action.

The FAA recognizes that the obligation to maintain aircraft in an airworthy condition is vital, but sometimes expensive. Because AD's require specific actions to address specific unsafe conditions, they appear to impose costs that would not otherwise be borne by operators. However, because of the general obligation of operators to maintain aircraft in an airworthy condition, this appearance is deceptive. Attributing those costs solely to the issuance of this AD is unrealistic because, in the interest of maintaining safe aircraft, prudent operators would accomplish the required actions even if they were not required to do so by the AD.

A full cost-benefit analysis has not been accomplished for this proposed AD. As a matter of law, in order to be airworthy, an aircraft must conform to its type design and be in a condition for safe operation. The type design is approved only after the FAA makes a determination that it complies with all applicable airworthiness requirements. In adopting and maintaining those requirements, the FAA has already made the determination that they establish a level of safety that is cost-beneficial. When the FAA, as in this proposed AD, makes a finding of an unsafe condition, this means that the original cost-beneficial level of safety is no longer being achieved and that the proposed actions are necessary to restore that level of safety. Because this level of safety has already been determined to be cost-beneficial, a full cost-benefit analysis for this proposed AD would be redundant and unnecessary.

Regulatory Impact

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-8145 (57 FR 8257, March 9, 1992), and by adding a new airworthiness directive (AD), to read as follows:

Airbus Industrie: Docket 94-NM-246-AD. Supersedes AD 92-02-09, Amendment 39-8145.

Applicability: All Model A300 series airplanes, excluding Model A300 B4-600 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 degradation of the structural capability of the airplane, accomplish the following:

(a) Accomplish the inspections and modifications contained in the Airbus service bulletins listed below prior to or at the thresholds identified in each of those service bulletins, or within 1,000 landings or 12 months after April 13, 1992 (the effective date of AD 92-02-09, amendment 39-8145), whichever occurs later. Required inspections shall be repeated thereafter at intervals not to exceed those specified in the corresponding service bulletin for the inspection. After the effective date of this AD, the actions shall only be accomplished in accordance with the latest revision of the service bulletins specified.

(1) Airbus Service Bulletin A300-53-103, Revision 4, dated June 30, 1983; or Revision 5, dated February 23, 1994;

(2) Airbus Service Bulletin A300-53-126, Revision 7, dated November 11, 1990; or Revision 8, dated September 18, 1991;

(3) Airbus Service Bulletin A300-53-146, Revision 7, dated April 26, 1991;

Note 2: Airbus Service Bulletin A300-53-146 provides for a compliance threshold of within 5 years after the date of issuance of French airworthiness directive 90-222-116(B), issued on December 12, 1990, the accomplishment of which is required by AD 85-07-09, amendment 39-5033.

(4) Airbus Service Bulletin A300-53-162, Revision 4, dated November 12, 1990; or Revision 5, dated March 17, 1994;

(5) Airbus Service Bulletin A300-53-196, Revision 1, dated November 12, 1990; or Revision 2, dated November 12, 1990, as amended by Service Bulletin Change Notice 1.A., dated February 4, 1991;

Note 3: Airbus Service Bulletin A300-53-196 provides for a compliance threshold of within 6,000 landings after accomplishment of Airbus Service Bulletin A300-53-194, accomplishment of which is required by AD 87-04-12, amendment 39-5536.

(6) Airbus Service Bulletin A300-53-225, Revision 2, dated May 30, 1990;

(7) Airbus Service Bulletin A300-53-226, Revision 4, dated November 12, 1990; or Revision 5, dated September 7, 1991;

Note 4: Airbus Service Bulletin A300-53-226 provides for a compliance threshold of within 5 years after the issuance of French airworthiness directive 90-222-116(B), issued on December 12, 1990; but not later than 20 years after first delivery; the accomplishment of which is required by AD 90-03-08, amendment 39-6481.

(8) Airbus Service Bulletin A300-53-278, dated November 12, 1990; or Revision 1, dated March 17, 1994;

(9) Airbus Service Bulletin A300-54-045, Revision 4, dated January 31, 1990; or Revision 6, dated February 25, 1994;

(10) Airbus Service Bulletin A300-54-060, Revision 2, dated September 7, 1988, and Change Notice 2.A., dated February 13, 1990; or Revision 3, dated February 25, 1994;

(11) Airbus Service Bulletin A300-54-063, Revision 1, dated April 22, 1987, and Change Notice 1.A., dated February 13, 1990; or Revision 2, dated February 25, 1994; and

(12) Airbus Service Bulletin A300-54-066, Revision 1, dated February 15, 1989, and Change Notice 1.A., dated February 13, 1990; or Revision 2, dated February 25, 1994.

(b) Accomplish the inspections and modifications contained in the Airbus service bulletins listed below prior to or at the thresholds identified in each of those service bulletins, or within 1,000 landings or 12 months after the effective date of this AD, whichever occurs later. Required inspections shall be repeated thereafter at intervals not to exceed those specified in the corresponding service bulletin for the inspection.

(1) Airbus Service Bulletin A300-57-0194, Revision 2, including Appendix 1, dated August 19, 1993;

Note 5: Airbus Service Bulletin A300-57-0194 provides for a compliance threshold of prior to the accumulation of 36,000 landings for Model A300 B2 series airplanes on which the modification described in Airbus Service Bulletin A300-57-165 has not been accomplished and for Model A300 B2 series airplanes on which that modification has been accomplished prior to the accumulation of 24,000 landings on the airplane. Airbus Service Bulletin A300-57-0194 also provides for a compliance threshold of prior to the accumulation of 12,000 landings after the accomplishment of Airbus Service Bulletin A300-57-165 (for Model A300 B2 series airplanes on which the modification described in Airbus Service Bulletin A300-57-165 has been accomplished on or after the accumulation of 24,000 landings on the airplane).

(2) Airbus Service Bulletin A300-57-166, Revision 3, including Appendix 1, dated July 12, 1993;

(3) Airbus Service Bulletin A300-57-0167, Revision 1, including Appendix 1, dated May 25, 1993;

(4) Airbus Service Bulletin A300-57-0168, Revision 3, including Appendix 1, dated November 22, 1993;

(5) Airbus Service Bulletin A300-57-0180, Revision 1, dated March 29, 1993;

(6) Airbus Service Bulletin A300-57-0185, Revision 1, including Appendix 1, dated March 8, 1993; and

Note 6: The Airbus service bulletins specified in paragraphs (b)(2), (b)(3), (b)(4), (b)(5), and (b)(6) of this AD provide for a compliance threshold of prior to the accumulation of 36,000 landings (for Model A300 B2 series airplanes); 30,000 landings (for Model A300 B4-100 series airplanes); and 25,000 landings (for Model A300 B4-200 series airplanes) after the effective date of French airworthiness directive 93-154-149(B), issued on September 15, 1993.

(7) Airbus Service Bulletin A300-54-0084, dated April 21, 1994.

(c) If any discrepant condition identified in any service bulletin referenced in this AD is found during any inspection required by this AD, prior to further flight, accomplish the corresponding corrective action specified in the service bulletin.

(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, 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 7: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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.

Issued in Renton, Washington, on January 12, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.
[FR Doc. 96-590 Filed 1-19-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-54-AD]

Airworthiness Directives; Bellanca, Incorporated Models 17-30, 17-30A, 17-31, 17-31A, 17-31TC, and 17-31ATC Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Bellanca, Incorporated (Bellanca) Models 17-30, 17-30A, 17-31, 17-31A, 17-31TC, and 17-31ATC airplanes. The proposed action would require repetitively inspecting, testing, and possibly replacing the nose landing gear (NLG) strut and brackets. A collapse of a Bellanca airplane's NLG during a landing prompted the proposed AD action. The actions specified by the proposed AD are intended to prevent possible failure of the nose landing gear, which, if not detected and corrected, could result in loss of control of the airplane during landing operations.

DATES: Comments must be received on or before March 20, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-54-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 Bellanca, Incorporated, P.O. Box 964, Alexandria, Minnesota 56308; telephone (612) 762-1501. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT:

Steven J. Rosenfeld, Aerospace Engineer, Airframe Branch, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Rm. 232, Des Plaines, Illinois 60018; (708) 294-7030; facsimile (708) 294-7834.

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. 95-CE-54-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, Central Region, Office of the

Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-54-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

FAA has received a report of the nose landing gear (NLG) on a Bellanca Model 17-30A airplane collapsing during a landing. The collapse was caused by the NLG right drag strut bracket, part number (P/N) 194383-10, separating from the fire wall. A metallurgic examination found that this bracket broke into three pieces at two fracture locations and evidence showed that the fractures resulted from fatigue cracking originating from multiple sites along the forward and aft faces of the bracket. The cracks are occurring because of high loads feeding into the brackets due to incorrect landing gear rigging and the NLG wheel contacting the NLG wheel well before the NLG actuator reaches its stroke limit. An investigation revealed that these cracks could lead to the collapse of the NLG during ground operations and during landing operations. Similar reports of cracks and bends in the drag strut brackets (P/N 194383-0 Left and 194383-10 Right) have been received, but none of these owner/operators reported collapsing during landing operations.

Bellanca, Inc. has issued Service Letter (SL) B-107 which specifies procedures for inspecting the NLG drag strut and brackets for cracks, conducting a rigging and landing gear "In-the Well" test, and modifying the NLG cylinder.

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent possible failure of the nose landing gear, which, if not detected and corrected, could result in loss of control of landing operations.

Since an unsafe condition has been identified that is likely to exist or develop in other Bellanca Models 17-30, 17-30A, 17-31, 17-31A, 17-31TC, and 17-31ATC of the same type design, the proposed AD would require inspecting, testing, and possibly replacing and modifying the nose landing gear strut brackets. Accomplishment of the proposed actions would be in accordance with Bellanca SL B-107, dated September 20, 1995.

The FAA estimates that 1,109 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 24 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost