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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-NM-246-AD; Amendment 39-9574; AD 96-08-08]

Airworthiness Directives; Airbus Model A300 Series Airplanes (Excluding Model A300 B4-600 and Model A300 F4-600 Series Airplanes)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes 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 amendment requires 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. This amendment also excludes additional airplanes from the applicability of the AD. The actions specified by this AD are intended to prevent degradation of the structural capability of the affected airplanes.

DATES: Effective May 29, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 29, 1996.

The incorporation by reference of certain other publications listed in the regulations was approved previously by the Director of the Federal Register as of April 13, 1992 (57 FR 8257, March 3, 1992).

ADDRESSES: The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex,

France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 92-02-09, amendment 39-8145 (57 FR 8257, March 9, 1992), which is applicable to all Airbus Model A300 series airplanes (excluding Model A300 B4-600 series airplanes), was published in the Federal Register on January 22, 1996 (61 FR 1528). The action proposed to continue to require certain structural inspections and modifications specified in AD 92-02-09, and to require other additional structural inspections and modifications, as well.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

The commenters support the proposed rule.

Since the issuance of the proposed rule, the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, has notified the FAA that it has revised the French airworthiness directive (CN) that was parallel in its requirements to those of the notice for this AD rulemaking action. The revised CN is CN 90-22-116(B)R2, dated July 6, 1994; it was issued to exclude Airbus Model A300 C4-600 and A300 F4-600 series airplanes from the list of airplanes subject to the requirements of that CN.

The FAA has examined the findings of the DGAC, reviewed all available information, and determined that similar action is necessary for products of this type design that are certificated for operation in the United States. Accordingly, the final rule for this AD action has been revised to exclude the Model A300 F4-600 series airplanes from the applicability of the rule.

(Model A300 C4-600 series airplanes are not typed certificated for operation in the U.S.; therefore, the FAA finds that no change to the final rule is necessary to exclude those airplanes from the applicability of the AD.)

The revised French CN also specifies the latest revisions of various referenced service bulletins. These latest revisions were cited correctly in the proposed rule. Therefore, no change to the final rule is necessary in this regard.

The date of issuance for Revision 2 of Airbus Service Bulletin A300-53-196 was specified incorrectly in paragraph (a)(5) of the proposed rule. That paragraph of the final rule has been revised to specify the correct date of March 17, 1994. Additionally, that paragraph has been revised to indicate that Service Bulletin Change Notice 1.A. amends Revision 1 of the service bulletin, rather than Revision 2.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 4 Model A300 series airplanes of U.S. registry that will be affected by this proposed AD.

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

The new recurring inspection procedures that are added by this new AD will take approximately 196 additional work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$2,000. Based on these figures, the added recurring inspection cost impact of this 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 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 impact 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 new AD action will 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 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 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 AD. These cost impact figures assume that no operator has yet accomplished any of the requirements of this 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 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 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 required 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 AD would be redundant and unnecessary.

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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: 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), amendment 39-9574, to read as follows:

96-08-08 Airbus Industrie: Amendment 39-9574. Docket 94-NM-246-AD. Supersedes AD 92-02-09, Amendment 39-8145.

Applicability: All Model A300 series airplanes, excluding Model A300 B4-600 and Model A300 F4-600 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 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 (d) 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.

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; as amended by Service Bulletin Change Notice 1.A., dated February 4, 1991, or Revision 2, dated March 17, 1994.

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.

(f) The actions shall be done in accordance with the Airbus service bulletins listed in Tables 1 and 2 of this paragraph. The incorporation by reference of the Airbus service bulletins listed in Table 1 were 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 April 13, 1992 (57 FR 8257, March 3, 1992).

TABLE 1

Airbus service bulletin No.	Revision level	Service bulletin date
A300-53-103	4	June 30, 1983.
A300-53-12	7	November 11, 1990.
A300-53-146	7	April 26, 1991.
A300-53-162	4	November 12, 1990.
A300-53-196	1	November 12, 1990.
Service Bulletin Change Notice 1.A. to A300-53-196	(Original)	February 4, 1991.
A300-53-225	2	May 30, 1990.
A300-53-226	4	November 12, 1990.
A300-53-226	5	September 7, 1991.
A300-53-278	(Original)	November 12, 1990.
A300-54-045	4	January 31, 1990.
A300-54-060	2	September 7, 1988.
Change Notice 2.A., to A200-54-060	(Original)	February 13, 1990.
A300-54-063	1	April 22, 1987.
Change Notice 1.A. to A300-54-063	(Original)	February 13, 1990.
A300-54-066	1	February 15, 1989.
Change Notice 1.A. to A300-54-066	(Original)	February 13, 1990.

The incorporation by reference of the Airbus service bulletins listed in Table 2 of this paragraph was approved by the Director

of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

TABLE 2

Airbus service bulletin and date	Page No.	Revision level shown on page	Date shown on page
A300-53-103, Revision 5, February 23, 1994.	1, 2, 4 3 5-36	5 4 3	February 23, 1994. June 30, 1983. December 21, 1979.
A300-53-126, Revision 8, September 18, 1991.	1, 3-5, 7, 8, 10, 22 11-15 2 16, 21 6 9, 19, 20 17, 18	8 7 6 5 3 1 Original	September 18, 1992. November 11, 1990. October 3, 1989. June 23, 1988. February 23, 1983. September 3, 1981. July 28, 1980.
A300-53-162, Revision 5, March 17, 1994.	1, 4 2, 3, 10, 11 5, 6 15 7-9, 12-14, 16-21	5 4 3 2 Original	March 17, 1994. November 12, 1990. May 16, 1983. September 17, 1981. January 20, 1981.
A300-53-278, Revision 1, March 17, 1994.	1, 3 2, 4-15	1 Original	March 17, 1994. November 12, 1990.
A300-54-045, Revision 6, February 25, 1994.	1, 5, 15 2, 3, 6, 10-12 4, 7-9, 13, 14, 16	6 5 4	February 25, 1994. September 30, 1991. January 31, 1990.
A300-54-060, Revision 3, February 25, 1994.	1-3 4-10, 13, 14, 17 11, 12, 15, 16, 18	3 2 Original	February 25, 1994. September 7, 1988. May 11, 1987.
A300-54-063, Revision 2, February 25, 1994.	1, 2 4, 5, 7, 8, 11, 12, 15-17 3, 6, 9, 10, 13, 14	2 1 Original	February 25, 1994. April 22, 1987. April 7, 1986.
A300-54-066, Revision 2, February 25, 1994.	1, 4-8 2, 3, 9-10, 13, 22-24 11-12, 14-21, 25	2 1 Original	February 25, 1994. February 15, 1989. November 17, 1987.
A300-57-0194, Revision 2, (including Appendix 1), August 19, 1993.	1-30; Appendix pages 1, 3, 8, 9, 10 Appendix pages 2, 4, 5, 6, 7, 11	2 1	August 19, 1993. June 2, 1993.
A300-57-166, Revision 3, (including Appendix 1), July 12, 1993.	1, 2, 5, 8, 10; Appendix pages 3, 4 6, 7, 9, 13-28, 35; Appendix pages 1, 2 3, 4, 11, 12, 29-34	3 2 1	July 12, 1993. March 8, 1993. August 14, 1992.
A300-57-0167, Revision 1, (including Appendix 1), May 25, 1993.	1-6, 8, 9, 11, 15, 16, 19, 20, 23, 24, 27, 28, 31, 32; Appendix pages 1-4. 7, 10, 12-14, 17, 18, 21, 22, 25, 26, 29, 30, 33	1 Original	May 25, 1993. October 23, 1991.
A300-57-0168, Revision 3, (including Appendix 1), November 22, 1993.	1-5, 9, 10, 16, 20, 24, 28, 33, 34, 36, 40-49; Appendix pages 1-7. 6, 8, 11, 13-15, 17-19, 21-23, 25-27, 29-32, 35, 37-39. 7, 50-53 12	3 2 1 Original	November 22, 1993. March 8, 1993. August 14, 1992. October 24, 1991.
A300-57-0180, Revision 1, March 29, 1993.	1-12, 15-26 13, 14	1 Original	March 29, 1993. April 22, 1992.
A300-57-0185, Revision 1, (including Appendix 1), March 8, 1993.	1, 2, 4, 5, 9, 10, 22; Appendix pages 1, 2, 3 3, 6-8, 11-21	1 Original	March 8, 1993. August 14, 1992.
A300-54-0084, April 21, 1994	1-15	Original	April 21, 1994.

Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on May 29, 1996.

Issued in Renton, Washington, on April 10, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-9336 Filed 4-26-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 94-NM-245-AD; Amendment 39-9576; AD 96-09-02]

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes two existing airworthiness directives (AD), that are applicable to Airbus Model A310 and A300-600 series airplanes. One AD currently requires repetitive operational tests of feel and limitation computers (FLC) 1 and 2; the other AD requires replacement of certain FLC's on Model A300-600 series airplanes. Those AD's were prompted by reports indicating that the elevator control operated with stiffness. The actions specified by those AD's are intended to prevent stiff operation of the elevator control and undetected loss of rudder travel limitation function, which could adversely affect the controllability of the airplane. This new amendment requires installation of new FLC's, which terminates the currently required repetitive operational tests. This amendment also revises the applicability of the rule to delete airplanes on which these new FLC's have been installed previously.

DATES: Effective May 29, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 29, 1996.

The incorporation by reference of Airbus All Operator Telex (AOT) 27-14, dated November 3, 1993, as listed in the regulations, was approved previously by the Director of the Federal Register as of January 29, 1994 (59 FR 507, January 5 1994).

The incorporation by reference of Airbus Service Bulletin A300-27-6025,

dated September 15, 1993, as listed in the regulations, was approved previously by the Director of the Federal Register as of May 20, 1994 (59 FR 23133, May 5, 1994).

ADDRESSES: The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket 94-NM-245-AD, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Tom Groves, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (206) 227-1503; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 93-24-51, amendment 39-8783 (59 FR 507, January 5, 1994); and AD 94-09-16, amendment 39-8905 (59 FR 23133, May 5, 1994); was published in the Federal Register on January 19, 1996 (61 FR 1289). The previously-issued AD's are applicable to Airbus Model A310 and A300-600 series airplanes. The proposal proposed to require installation of new feel and limitation computers (FLC), which terminates the currently required repetitive operational tests of those units. The proposal also proposed to revise the applicability of the rule to delete airplanes on which these new FLC's have been installed previously.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the two comments received.

Both commenters support the proposal.

Recently, Airbus issued Revision 1 to Service Bulletin A300-27-6026, dated August 31, 1995. This revision is essentially the same as the original release of the service bulletin (dated May 5, 1994), which was cited in the proposal as an appropriate source of service information; Revision 1, however, contains certain editorial revisions and an updated effectivity listing showing the current operators of the affected airplanes. The FAA has revised the final rule to include Revision 1 of this service bulletin as an additional source of service information.

After careful review of the available data, including the comments noted

above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change previously described. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that approximately 55 Airbus Model A300-600 and A310 series airplanes of U.S. registry will be affected by this AD.

The operational tests of the FLC's, which were previously required by AD 93-24-51 and retained in this AD, take approximately .5 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact on U.S. operators of the required operational tests is estimated to be \$1,650, or \$30 per airplane, per operational test.

Installation of the modified FLC's, as required by this new AD, will take approximately 5 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will be provided by the manufacturer at no cost to operators. Based on these figures, the cost impact on U.S. operators of this installation action is estimated to be \$16,500, or \$300 per airplane.

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

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.