

Service bulletin and date	Page No.	Revision level shown on page	Date shown on page
All Operator Telex (AOT) 27-14, November 3, 1993.	1-4	(Original)	November 3, 1993.
A310-27-2068, Revision 1, March 16, 1994.	1, 4-5, 7-8, 9-10	1	March 16, 1994.
A310-27-2068, Revision 2, April 19, 1995.	2-3, 6, 11	(Original)	December 13, 1993.
	1-2, 4-5	2	April 19, 1995.
	7-10	1	March 16, 1994.
A310-27-2070, May 5, 1994	3, 6, 11	(Original)	December 13, 1993.
A300-27-6025, September 15, 1993	1-11	(Original)	May 5, 1994.
A300-27-6025, Revision 1, August 31, 1994.	1-9	(Original)	September 15, 1993.
A300-27-6025, Revision 2, April 19, 1995.	1-4	1	August 31, 1994.
	5-9	(Original)	September 15, 1993.
	1, 3	2	April 19, 1995.
	2, 4	1	August 31, 1994.
	5-9	(Original)	September 15, 1993.
A300-27-6026, May 5, 1994	1-9	(Original)	May 5, 1994.
A300-27-6026, Revision 1, August 31, 1995.	1-3	1	August 31, 1995.
	4-9	(Original)	May 5, 1994.

The incorporation by reference of Airbus All Operator Telex (AOT) 27-14, dated November 3, 1993, was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of January 29, 1994 (59 FR 507, January 5, 1994). The incorporation by reference of Airbus Service Bulletin A300-27-6025, dated September 15, 1993, was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of May 20, 1994 (59 FR 23133, May 5, 1994). The incorporation by reference of the other service bulletins, listed above, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from 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.

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

Issued in Renton, Washington, on April 17, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.
[FR Doc. 96-9932 Filed 4-26-96; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-61-AD; Amendment 39-9580; AD 96-09-06]

RIN 2120-AA64

Airworthiness Directives; Brackett Aircraft Company, Inc. Air Filter Assemblies Installed on Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This document supersedes airworthiness directive (AD) 95-03-02,

which currently requires repetitively inspecting (visually) the air filter frame for a loose or deteriorating gasket on airplanes incorporating certain Brackett air filter assemblies and replacing any gasket found loose or deteriorated. This action requires retaining the repetitive inspection as contained in AD 95-03-02, and will incorporate additional Brackett air filter assemblies to the "Applicability" section of that AD. Additionally, this AD will provide a terminating action for the repetitive inspection. The Federal Aviation Administration's determination that certain additional Brackett air filter assemblies should be inspected and replaced prompted this AD action. The actions specified by this AD are intended to prevent gasket particles from entering the carburetor because of air filter gasket failure, which could result in partial or complete loss of engine power and loss of control of the airplane.

DATES: Effective June 7, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 7, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-61-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri, 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Elizabeth Bumann, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California, 90712; telephone (310) 627-5265; facsimile (310) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to airplanes incorporating certain Brackett air filter assemblies was published in the Federal Register on December 18, 1995 (60 FR 65038). This action would retain the requirement to repetitively inspect (visually) the air filter for a loose or deteriorated gasket and replacing any gasket found loose or deteriorated as contained in AD 95-03-02, and would incorporate additional Brackett air filter assemblies in the "Applicability" section of that AD. Additionally, this proposed AD would provide a terminating action for the repetitive inspection by replacing any gasket found loose or deteriorated with a gasket of improved design.

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

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

The FAA estimates that 50,000 airplanes in the U.S. registry will be affected by this AD. To accomplish this repetitive inspection and possible replacement of a damaged air filter will take approximately 1 hour per airplane for each task, and that the average labor rate is approximately \$60 an hour. The air filter assembly replacement is estimated to be \$40 per airplane. The

total estimated cost for this modification required at 500 hours TIS will be \$100 per airplane and the total cost impact of the modification is estimated to be \$5,000,000. The FAA knows that each owner/operator will have to repetitively inspect a maximum of four times before the mandatory replacement of the air filter assembly, and based on the assumption that no operator will incorporate the modification prior to the 500 hours TIS, the total cost of four repetitive inspections will be \$240 per airplane plus the cost of the terminating action. Based on these figures the total cost impact of this AD on U.S. operators is estimated to be \$17,000,000.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism

implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the

Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Airworthiness Directive (AD) 95-03-02, Amendment 39-9139, and by adding a new AD to read as follows:

96-09-06, Brackett Aircraft Company; Docket No. 95-CE-61-AD; Supersedes AD 95-03-02, Amendment 39-9139.

Applicability: Air filter assemblies presented in the following chart that utilize a neoprene gasket installed on, but not limited to the following airplanes, certificated in any category:

Note 1: These air filters could be installed as original equipment or in accordance with Supplemental Type Certificate (STC) SA71GL or STC SA693CE.

Air filter assembly	Airplanes installed on
BA-2010	Beechcraft Model 77 Airplanes.
BA-4106	Cessna Models 120, 140, 140A, 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150M, 152, and A152; American Champion Models Bellanca (Champion) (Aeronca) 7ACA, 7ECA, and 7FC; Aviat, Inc. Models A-1; Luscombe Models 8, 8A, 8B, 8C, 8D, 8E, 8F, and T-8F; Piper Models PA-22, PA-22-135, PA-22-150, PA-22-160, PA-22-108, PA-20-115, PA-20-135, PA-38-112, J-3, J3C-65, J3C-65S, PA-11, PA-11S, J4A, J4A-S, J4E, J5A, J5A-80, PA-12, PA-12S, PA-16, PA-17, PA-18, PA-18A, PA-18S, PA-18-125" (Army L-21A), PA-18AS-125", PA-18S-125", PA-18AS-135", PA-18S-135", PA-18-135", PA-18-150", PA-18A-150" (SN 18-1 through 18-6963), PA-18S-150", PA-19, PA-18A (Restricted), PA-18A-135" (Restricted), and PA-18A-150" (Restricted) (SN 18-1 through 18-18-6963); Taylorcraft Models BC65, BCS-65, BC12-65, BCS12-65, BC12-D, BCS12-D1, BC12D85, BCS12D85, BC12D-4-85, BCS12D-4-85, 19, F19, F21, DC-65, DCO-65, F22, F22A, F22B, and F22C; Univair Models (Alon) A-2, A2-A, (Forney) F-1, F-1A, and (Mooney) M10; Swift Museum Models (Globe) GC-1A and GC-1B; Augustair Model Varga (Morrissey) 2150A; Aeronca Model 65-CA; American Champion 7ECA (with Cont. O-200-A engine) and 7ACA; Reims Aviation (Cessna) F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, F152, AND FA152; Socata-Groupe Aerospatiale Models Rallye Series MS880B, MS885, and 100S.
BA-4106-1	Aviat, Inc. Model (Christian) A-1.
BA-4210	Gulfstream Models AA-1, AA-1A, AA-1B, AA-1C, and AA-5.
BA-5110	Cessna Models 170, 170A, 170B, 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, and 172M; Mooney Mite Model M-18C; Reims Aviation Models (Cessna) F172D, F172E, F172F, F172G, F172H, F172K, F172L, and F172M; Socata-Groupe Aerospatiale Models TB9, TB10, Rallye Series MS892A-150, MS892E-150, MS892E-150T, and MS892E-150ST; Panstwowe Zakolady Kotnicze Model PZL-Koliber 150A; Augustair, Inc. Model Varga (Morrissey) 2180.
BA-5110A	Cessna Models 172N and 172P; Reims Aviation Models (Cessna) F172N and F172P.
BA-6110	Maule Models M-4, M-4C, M-4S, M-4T, M-4-220, M-4-220C, M-4-220S, M-4-220T, M-4-180C, M-4-180S, M-4-180T, M-5-220C, M-5-235C, M-5-180C, M-5-210TC, M-6-180, M-6-235, M-7-235, MX-7-180, MXT-7-160, MXT-7-180, MX-7-160, MX-7-235, and MX-8-235; Mooney Models M20, M20A, M20B, M20C, M20D, and M20G.
BA-8910	Dynac Models (Aero Commander) 100 and 100A.

Air filter assembly	Airplanes installed on
AAF-117	Cessna Models 120, 140, 140A, 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150M, 152, and A152; American Champion Models Bellanca (Champion) (Aeronca) 7ACA, 7ECA, and 7FC; Aviat, Inc. Models A-1; Luscombe Models 8, 8A, 8B, 8C, 8D, 8E, 8F, and T-8F; Piper Models PA-22, PA-22-135, PA-22-150, PA-22-160, PA-22-108, PA-20-115, PA-20-135, PA-38-112, J-3, J3C-65, J3C-65S, PA-11, PA-11S, J4A, J4A-S, J4E, J5A, J5A-80, PA-12, PA-12S, PA-16, PA-17, PA-18, PA-18A, PA-185, PA-18-125" (Army L-21A), PA-18AS-125", PA-185-125", PA-18AS-135", PA-18S-135", PA-18-135", PA-18-150", PA-18A-150" (SN 18-1 through 18-6963), PA-18S-150", PA-19, PA-18A (Restricted), PA-18A-135" (Restricted), and PA-18A-150" (Restricted) (SN 18-1 through 18-6963); Taylorcraft Models BC65, BCS-65, BC12-65, BCS12-65, BC12-D, BCS12-D1, BC12D85, BCS12D85, BC12D-4-85, BCS12D-4-85, 19, F19, F21, DC-65, DCO-65, F22, F22A, F22B, and F22C; Univair Models (Alon) A-2, A2-A, (Forney) F-1, F-1A, and (Mooney) M10; Swift Museum Models (Globe) GC-1A and GC-1B; Augustair Model Varga (Morrissey) 2150A; Aeronca Model 65-CA; American Champion 7ECA (with Cont. O-200-A engine) and 7ACA; Reims Aviation (Cessna) F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, F152, and FA152; Socata-Groupe Aerospatiale Models Rallye Series MS880B, MS885, and 100S, F22B, and F22C; Univair Models (Alon) A-2, A2-A, (Forney) F-1, F-1A, and (Mooney) M10; Swift Museum Models (Globe) GC-1A and GC-1B; Augustair Model Varga (Morrissey) 2150A; Aeronca Model 65-CA; American Champion 7ECA (with Cont. O-200-A engine) and 7ACA; Reims Aviation (Cessna) F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, F152, and FA152; Socata-Groupe Aerospatiale Models Rallye Series MS880B, MS885, and 100S.
AAF-118	Cessna Models 170, 170A, 170B, 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, and 172M; Mooney Mite Model M-18C; Reims Aviation Models (Cessna) F172D, F172E, F172F, F172G, F172H, F172K, F172L, and F172M; Socata-Groupe Aerospatiale Models TB9, TB10, Rallye Series MS892A-150, MS892E-150, MS892E-150T, and MS892E-150ST; Panstwowe Zakolady Kotnicze Model PZL-Koliber 150A; Augustair, Inc. Model Varga (Morrissey) 2180.

Note 2: 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.

Compliance: Required within the next 100 hours time-in-service (TIS) after the effective date of this AD, or within the next 100 hours (TIS) after the last inspection accomplished in accordance with AD 95-03-02, whichever occurs first, and thereafter as indicated in the body of this AD, unless already accomplished in accordance with paragraph (c) of this AD.

To prevent gasket particles from entering the carburetor because of air filter gasket failure, which could result in partial or complete loss of engine power, accomplish the following:

(a) Inspect (visually) the inside and outside of the air filter frame for gasket looseness, movement, or deterioration in accordance with Brackett Document I-194, dated March 16, 1994. Continue this repetitive inspection at intervals not to exceed 100 hours TIS, until accomplishment of the terminating action required in paragraph (c) of this AD.

(b) If the gasket is found to be damaged, prior to further flight, replace the air filter assembly with one having a retaining lip in accordance with the Brackett INSTALLATION INSTRUCTION SHEET corresponding to the new air filter assembly part number that is applicable to the owner/operator's particular model of airplane:

Air filter assembly	Replace with assembly	Instruction sheet
BA-2010	BA-2010 Revision A	BA-2004, dated 6/6/95.
BA-4106	BA-4106 Revision D	BA-4105, dated 6/15/95.
BA-4106-1	BA-4106-1 Revision A	RM-1, dated 7/6/95.
BA-4210	BA-4210 Revision B	BA-4205, dated 6/14/95.
BA-5110	BA-5110 Revision H	BA-5105, dated 5/8/95.
BA-5110A	BA-5110A Revision D	BA-5111, dated 5/8/95.
BA-6110	BA-6110 Revision C	BA-6105, dated 6/5/95.
BA-8910	BA-8910 Revision B	BA-8910-3, dated 6/6/95.
AAF-117	BA-4106 Revision D	BA-4105, dated 6/15/95.
AAF-118	BA-5110 Revision H	BA-5105, dated 5/8/95.

(c) Within the next 500 hours TIS after the effective date of this AD, replace the air filter assembly as a terminating action to this AD in accordance with the Brackett INSTALLATION INSTRUCTION SHEET corresponding to the new air filter assembly part number that is applicable to the owner/operator's particular model of airplane as specified in paragraph (b) of this AD.

(d) The replacement in paragraphs (b) and (c) is considered terminating action for the repetitive inspection required by this AD.

(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, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California 90712. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be

obtained from the Los Angeles Aircraft Certification Office.

(g) Alternative methods of compliance approved in accordance with AD 95-03-02 (superseded by this action) are considered approved as alternative methods of compliance with this AD.

(h) The inspections and replacements required by this AD shall be done in accordance with Brackett Air Filter Document I-194, dated March 16, 1994 and with the Brackett INSTALLATION INSTRUCTION SHEET corresponding to the new air filter assembly part number that is applicable to the owner/operator's particular model of airplane as specified in paragraph

(b) of this AD. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Brackett Aircraft Company, Inc., 7045 Flightline Drive, Kingman, Arizona 86401. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(i) This amendment supersedes AD 95-03-02, Amendment 39-9139.

(j) This amendment (39-9580) becomes effective on June 7, 1996.

Issued in Kansas City, Missouri, on April 18, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-10307 Filed 4-26-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 96-CE-21-AD; Amendment 39-9579; AD 96-09-05]

RIN 2120-AA65

Airworthiness Directives; Diamond Aircraft Industries Model DA 20-A1 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Diamond Aircraft Industries (Diamond) Model DA 20-A1 airplanes. This action requires inspecting the aft wing cavities for manufacturing debris, removing any debris found, and modifying the aileron pushrod fairings to allow them to flex. Several reports of the aileron controls becoming blocked because of manufacturing debris getting jammed between the short aileron pushrod and the pushrod exit fairing on both left and right wings prompted this action. The actions specified by this AD are intended to prevent the aileron controls from becoming blocked causing jamming between the short aileron pushrod and the pushrod fairing exit, which, if not detected and corrected, could cause loss of control of the airplane.

DATES: Effective May 17, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 17, 1996.

Comments for inclusion in the Rules Docket must be received on or before June 17, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-21-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Diamond Aircraft Industries, Inc., 690 Crumlin Sideroad, Ontario, Canada N5V 1S2; telephone (519) 457-4000; facsimile (519) 457-4037. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-21-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Gregory J. Michalik, Senior Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 E. Devon, Des Plaines, Illinois 60018; telephone (847) 294-7135; facsimile (847) 294-7834.

SUPPLEMENTARY INFORMATION: Transport Canada, which is the airworthiness authority for Canada, recently notified the FAA that an unsafe condition may exist on Diamond Model DA 20-A1 airplanes. Transport Canada advises that partial blockage of the aileron controls because of manufacturing debris jamming between the short aileron pushrod and pushrod exit fairing has occurred in several of these airplanes.

Diamond Aircraft Industries has issued service bulletin (SB) No. DA20-57-02, Rev. 0, Date Issued: March 7, 1996, which specifies procedures for inspecting the inside of the wings for debris, removing any debris, and modifying the aileron pushrod fairings.

Transport Canada classified this service bulletin as mandatory and issued Emergency AD CF-96-07, dated March 15, 1996 in order to assure the continued airworthiness of these airplanes in Canada.

This airplane model is manufactured in Canada 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, Transport Canada has kept the FAA informed of the situation described above.

After examining the circumstances and reviewing all available information

related to the incidents described above including that received from Transport Canada, the FAA has determined that AD action should be taken in order to prevent the aileron controls from becoming blocked causing jamming between the short aileron pushrod and the pushrod fairing exit, which, if not detected and corrected, could cause loss of control of the airplane.

Since an unsafe condition has been identified that is likely to exist or develop in other Diamond Model DA 20-A1 airplanes of the same type design registered for operation in the United States, this AD requires visually inspecting the aft wing cavities (both wings) for any manufacturing debris or foreign objects, removing any debris found, and modifying the aileron pushrod fairings in both wings. The actions are to be accomplished in accordance with the instructions in Diamond SB No. DA20-57-02, Rev. 0, Date Issued: March 7, 1996.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this 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 will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.