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Dated: January 22, 1996.

John T. Spotila,

*Acting Administrator.*

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BILLING CODE 8025-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-NM-03-AD; Amendment 39-9491; AD 96-01-52]

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

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This document publishes in the Federal Register an amendment adopting Airworthiness Directive (AD) T96-01-52 that was sent previously to all known U.S. owners and operators of Airbus Model A310 and A300-600 series airplanes by individual telegrams. Among other things, this AD requires repetitive inspections to ensure correct synchronization of the hydraulic control valves of the trimmable horizontal stabilizer (THS) actuator; replacement of the horizontal stabilizer actuator motors with new or serviceable motors and resynchronization of the valves, or adjustment of the synchronization, if necessary; and a functional test of the THS. This amendment is prompted by a report of desynchronization of the hydraulic control valves that direct fluid to the horizontal stabilizer actuator motors, which resulted in uncommanded movement of the THS. The actions specified by this AD are intended to prevent such desynchronization, which could lead to runaway of the horizontal stabilizer to its full up or down position, subsequent reduced maneuvering capability, and potential pitch upset.

**DATES:** Effective February 5, 1996, to all persons except those persons to whom it was made immediately effective by telegraphic AD T96-01-52, issued January 9, 1996, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 5, 1996.

Comments for inclusion in the Rules Docket must be received on or before March 29, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No.96-NM-03-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

The applicable service information 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; 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:** The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Airbus Model A310 and A300-600 series airplanes. The DGAC advises that it recently received a report indicating that uncommanded movement of the trimmable horizontal stabilizer (THS) occurred on a Model A310 series airplane after the engine was started while the airplane was on the ground. Both pitch trim levers and the autopilot (AP) 1 tripped; additionally, the servo control push button (P/B) of one of the hydraulic systems illuminated. The servo control P/B was reset successfully following engagement of the pitch trim and AP1.

The crew attempted to command the pitch trim by using one of the rocking switches; however, the pitch trim and AP1 tripped again. Then, without further action on the part of the crew, the pitch trim control wheel moved to a position of 14 degrees up (end of travel).

During subsequent bench testing of the motor on one of the hydraulic systems of the airplane, the positioning pin on the cam plate was found to be broken. This pin is not designed to carry loads. The shape of the pin hole indicated that the pin was bent and ruptured.

Further investigation revealed that the pin rupture was caused by desynchronization of the hydraulic control valves that direct fluid to the horizontal stabilizer actuator (HSA) motors. Desynchronization of the hydraulic control valves can result in one hydraulic motor being pressurized before the other. In this case, the nonpressurized motor opposes the torque of the motor that is pressurized first, which causes load to be applied to the positioning pin of the nonpressurized motor. Consequently, the pin can rupture due to fatigue. Such rupturing of the positioning pin of one motor can result in jamming of the THS actuator and can contribute to subsequent failure of the hydraulic system of the other motor.

These conditions, if not corrected, could result in runaway of the horizontal stabilizer to its full up or down position, and subsequent reduced maneuvering capability and a potential pitch upset.

The horizontal stabilizer actuator installed on Model A310 series airplanes is similar in design to the one installed on Model A300-600 series airplanes. Therefore, the FAA finds that Model A300-600 series airplanes are subject to the same unsafe condition identified in the Model A310.

Airbus has issued All Operators Telex (AOT) 27-21, Revision 1, dated January 5, 1996, which describes procedures for repetitive inspections to ensure correct synchronization of the hydraulic control valves of the THS actuators; replacement of the hydraulic motors with new or serviceable motors and resynchronization of the valves, or adjustment of the synchronization, if necessary; and a functional test of the THS.

For airplanes on which the hydraulic motor or hydraulic valve block of the HSA has been subject to previous maintenance action, the AOT also describes procedures for replacement of both hydraulic motors of the HSA with new or serviceable motors.

In lieu of replacing the motors, the AOT also describes procedures for removal of the hydraulic motors of the HSA, accomplishment of various follow-on actions, and repair of any discrepancy found. (The follow-on actions include checking the motors and the cam seats, assembling the motors, and metal stamping the modification plate of the motors.)

Additionally, the AOT describes procedures for eventual removal of certain motors for inspection to detect any wear or damage caused by desynchronization; and, if necessary, either replacement of the motors with

new or serviceable motors, or removal of the motors, accomplishment of various follow-on actions, and repair of any discrepancy found.

The DGAC classified this AOT as mandatory in order to assure the continued airworthiness of these airplanes in France.

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 the unsafe condition described is likely to exist or develop on other airplanes of the same type design registered in the United States, the FAA issued Telegraphic AD T96-01-52 to prevent runaway of the horizontal stabilizer to its full up or down position, subsequent reduced maneuvering capability, and a potential pitch upset. The AD requires repetitive inspections to ensure correct synchronization of the hydraulic control valves of the THS actuator; replacement of the motors with new or serviceable motors, and resynchronization of the valves or adjustment of the synchronization, if necessary; and a functional test of the THS.

In addition, for airplanes on which the hydraulic motor or hydraulic valve block of the HSA has been subject to previous maintenance action, this AD requires replacement of both hydraulic motors of the HSA with new or serviceable motors. If an operator considers that such maintenance action would not have affected the synchronization of the valves, the operator may seek approval of an alternative method of compliance with the AD, in accordance with paragraph (c) of this AD.

In lieu of replacing the hydraulic motors, this AD provides for removal of the motors, accomplishment of various follow-on actions, and repair of any discrepancy found.

The actions are required to be accomplished in accordance with the AOT described previously.

Operators should note that the Airbus AOT recommends that, within one year, certain hydraulic motors be removed and inspected for wear or damage caused by desynchronization. However,

this AD does not require such action. The FAA may consider additional rulemaking to require the removal and inspection of the motors, but has determined that the repetitive inspections to ensure correct synchronization of the hydraulic control valves will maintain an adequate level of safety in the fleet in the meantime.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual telegrams issued on January 9, 1996, to all known U.S. owners and operators of Airbus Model A310 and A300-600 series airplanes. These conditions still exist, and the AD is hereby published in the Federal Register as an amendment to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective as to all persons.

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public 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 shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. 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.

Commenters wishing the FAA to acknowledge receipt of their comments

submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-NM-03-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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 U.S.C. 106(g), 40113, 44701.

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

96-01-52 Airbus: Amendment 39-9491.

Docket 96-NM-03-AD.

*Applicability:* Model A310 and A300-600 series airplanes; equipped with a trimmable horizontal stabilizer (THS) actuator having

part number (P/N) 47142-201 or P/N 47142-203; 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 (c) 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 runaway of the horizontal stabilizer to its full up or down position, subsequent reduced maneuvering capability, and a potential pitch upset, accomplish the following:

(a) Within 12 days after the effective date of this AD, perform an inspection to ensure correct synchronization of the hydraulic control valves of the trimmable horizontal stabilizer (THS) actuator, in accordance with paragraph 4.2.2.1 of Airbus All Operators Telex (AOT) 27-21, Revision 1, dated January 5, 1996.

(1) If the actuator is synchronized correctly, prior to further flight, perform a functional test of the THS in accordance with paragraph 4.2.2.1 of the AOT. Thereafter, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 500 hours time-in-service.

(2) If the actuator is desynchronized slightly, as specified in the AOT, prior to further flight, adjust the synchronization, and perform a functional test of the THS, in accordance with paragraph 4.2.2.2 of the AOT. Thereafter, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 500 hours time-in-service.

(3) If the actuator is desynchronized significantly, as specified in the AOT, prior to further flight, accomplish either paragraph (a)(3)(i) or (a)(3)(ii) of this AD. Prior to further flight following the accomplishment of either of those paragraphs, adjust the synchronization, and perform a functional test of the THS, in accordance with paragraph 4.2.2.3 of the AOT. Thereafter, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 500 hours time-in-service.

(i) Remove and replace the hydraulic motors of the horizontal stabilizer actuator (HSA) with new or serviceable motors in accordance with procedures specified in the Airplane Maintenance Manual. Or

(ii) Remove the hydraulic motors of the HSA and perform the various follow-on actions specified in paragraph 4.2.2.4 of the AOT, in accordance with that paragraph.

(The follow-on actions include checking the motors and the cam seats, assembling the motors, and metal stamping the modification plate of the motors.) If any discrepancy is found during the check, prior to further flight, repair in accordance with paragraph 4.2.2.4 of the AOT.

(b) For airplanes on which any maintenance action relating to a hydraulic motor or a hydraulic valve block of the HSA has occurred since the airplane was new: Within 12 days after the effective date of this AD, accomplish either paragraph (b)(1) or (b)(2) of this AD.

(1) Replace both hydraulic motors of the HSA with new or serviceable motors in accordance with the procedures specified in the Airplane Maintenance Manual. Adjust the synchronization, and perform a functional test of the THS in accordance with paragraph 4.2.2.3 of Airbus AOT 27-21, Revision 1, dated January 5, 1996. Thereafter, perform the repetitive inspections required by paragraph (a) of this AD at intervals not to exceed 500 hours time-in-service. Or

(2) Remove the hydraulic motors of the HSA and perform the various follow-on actions specified in paragraph 4.2.2.4 of the AOT, in accordance with that paragraph of the AOT. Adjust the synchronization, and perform a functional test of the THS in accordance with paragraph 4.2.2.3 of the AOT. (The follow-on actions include checking the motors and the cam seats, assembling the motors, and metal stamping the modification plate of the motors.) If any discrepancy is found during the check, prior to further flight, repair in accordance with paragraph 4.2.2.4 of the AOT. Thereafter, perform the repetitive inspections required by paragraph (a) of this AD at intervals not to exceed 500 hours time-in-service.

(c) 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) 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.

(e) The actions shall be done in accordance with Airbus All Operators Telex (AOT) 27-21, Revision 1, dated January 5, 1996. 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 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.

(f) This amendment becomes effective on February 5, 1996, to all persons except those persons to whom it was made immediately effective by telegraphic AD T96-01-52, issued January 9, 1996, which contained the requirements of this amendment.

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

Darrell M. Pederson,

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

[FR Doc. 96-591 Filed 1-26-96; 8:45 am]

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## 14 CFR Part 39

[Docket No. 95-NM-270-AD; Amendment 39-9495; AD 95-26-15]

### **Airworthiness Directives; Allied Signal Commercial Avionics Systems CAS-81 Traffic Alert and Collision Avoidance Systems (TCAS) as Installed in, but Not Limited to, Various Transport Category Airplanes**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This document publishes in the Federal Register an amendment adopting an airworthiness directive that was sent previously by individual letters to all known U.S. owners and operators of various transport category airplanes equipped with Allied Signal Commercial Avionics Systems CAS-81 TCAS. This amendment is prompted by reports of failure of the audio output of the CAS-81 TCAS. This AD requires a revision to the Airplane Flight Manual to provide the flightcrew with procedures to cycle power to the TCAS processor via the circuit breaker or power bus, and to perform a TCAS functional test to verify proper operation of the TCAS. The actions specified by this AD are intended to ensure that the flightcrew is advised of the potential hazard associated with failure of the audio output of the CAS-81 TCAS, and of the procedures necessary to address it.

**DATES:** Effective February 5, 1996.

Comments for inclusion in the Rules Docket must be received on or before March 29, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-270-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

This information concerning this amendment may be obtained from or