

List of Subjects in 12 CFR Part 745

Administrative practice and procedure, Bank deposit insurance, Claims, Credit unions.

By the National Credit Union Administration Board on July 9, 1996.
Becky Baker,
Secretary of the Board.

Accordingly, NCUA proposes to amend its regulation as follows:

PART 745—SHARE INSURANCE AND APPENDIX

1. The authority citation for part 745 continues to read as follows:

Authority: 12 U.S.C. 1766, 1781, 1789.

2. Section 745.200 is amended by revising paragraphs (b) and (d) to read as follows:

§ 745.200 General.

* * * * *

(b) *Amount of insurance.* The amount of insurance on an insured account shall be determined in accordance with the provisions of subpart A of this part and the Federal Credit Union Act. For the purpose of determining insurance coverage, dividends earned in the ordinary course of business and posted to share accounts for any prior accounting or dividend period shall be deemed to be principal under this rule. Dividends earned or accrued in the ordinary course of business, but not posted to share accounts, may be paid at the discretion of the liquidating agent. In making such determination, the liquidating agent will take into consideration whether the failure to post dividends earned or accrued was due to the fraud, embezzlement or accounting errors of credit union personnel. The liquidating agent may require an accountholder to submit documentation supporting any claim for unposted dividends not otherwise evidenced in the credit union records. However, in no event will dividend amounts be considered as principal for insurance purposes pursuant to this section if not consistent with the amounts paid on similar classes of shares.

* * * * *

(d) *Computing time.* In computing any period of time prescribed by this subpart, the provisions of § 747.12(a) shall apply.

[FR Doc. 96-17783 Filed 7-11-96; 8:45 am]

BILLING CODE 7535-01-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 94-NM-222-AD]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking; reopening of comment period.

SUMMARY: This document revises an earlier proposed airworthiness directive (AD), applicable to certain Airbus Model A310 and A300-600 series airplanes, that would have required repetitive Tap Test inspections to detect debonding of the elevator skins, and corrective actions, if necessary. That proposal was prompted by a report that a debonded area of the upper skin of an elevator had been discovered during a visual inspection. This action revises the proposed rule by replacing the Tap Test inspections with inspections using a thermographic technique. This action also provides for replacement of the elevators with new or modified elevators, which, if accomplished, terminates the requirements of the AD. The actions specified by this proposed AD are intended to prevent the presence of water in the elevator, which could cause debonding of the elevator skins and, consequently, could adversely affect the structural integrity of the elevator.

DATES: Comments must be received by August 14, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-222-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: Charles Huber, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate,

1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2589; 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-222-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-222-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain Airbus Model A310 and A300-600 series airplanes, was published as a notice of proposed rulemaking (NPRM) in the Federal Register on February 8, 1995 (60 FR 7485). That NPRM would have required repetitive Tap Test inspections to detect debonding of the elevator skins, and corrective actions, if necessary. Additionally, that NPRM would have required repetitive thermographic inspections of the elevator to detect trapped water if certain amounts of debonding are detected. That NPRM was prompted by

a report that a debonded area of the upper skin of an elevator had been discovered during a visual inspection. That condition, if not corrected, could result in the presence of water in the elevator, which could cause debonding of the elevator skins and, consequently, could adversely affect the structural integrity of the elevator.

Actions Since Issuance of Previous Proposal

Since the issuance of that NPRM, Airbus has issued Revision 1 of Service Bulletins A310-55-2016 (for Model A310 series airplanes) and A300-55-6014 (for Model A300-600 series airplanes), both dated August 8, 1995. The original issues of these service bulletins were cited in the NPRM as the appropriate sources of service information for accomplishment of repetitive thermographic inspections to detect water in the elevator, and protection and repair of debonded areas of the elevator. Revision 1 of the service bulletins is essentially the same as the original issues, however, Revision 1 specifies an increased allowable cosmetic repair area and introduces new repair criteria. Additionally, Revision 1 provides a threshold and repeat intervals for the thermographic inspections based on the specific types of elevators that are installed.

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, classified these service bulletins as mandatory and issued French airworthiness directive (CN) 95-206-189(B), dated October 25, 1995, in order to assure the continued airworthiness of these airplanes in France. That French CN supersedes the previously-issued French CN 94-184-157(B), dated August 17, 1994. The new French CN removes a previous requirement for repetitive Tap Test inspections and, instead, it requires thermographic inspections to detect water trapped in the elevator. In addition, the new French CN indicates that it applies to Model A310 and A300-600 series airplanes that are equipped with certain carbon fiber elevators on which Airbus Modifications 10489 and 10533 have not been accomplished.

Additionally, since the issuance of the NPRM, Airbus also has issued Service Bulletins A310-55-2019 (for Model A310 series airplanes) and A300-55-6016 (for Model A300-600 series airplanes), both Revision 1, both dated December 18, 1995. These service bulletins describe procedures for replacement of existing elevators with new or modified elevators. Installation of the new or modified elevators will

prevent water ingress by adding a second external layer of adhesive and using a different type of Tedlar film. Such installation, if accomplished, will eliminate the need for the repetitive thermographic inspections.

FAA's Conclusions

The FAA has examined the findings of the DGAC and has reviewed the revised service information. The FAA finds that inspections using thermographic techniques are a more reliable method of detecting water trapped in the elevators. Therefore, the FAA has determined that the NPRM must be revised to remove the requirement for repetitive Tap Test inspections and to require, instead, the accomplishment of repetitive thermographic inspections in accordance with the latest service bulletin revisions.

Additionally, the FAA finds that the NPRM must be revised to specify that the inspection threshold and repetitive inspection intervals are based on the specific types of elevators that are installed.

The FAA also finds that the NPRM must be revised to provide for replacement of the elevators with new or modified elevators, which, if accomplished, would terminate the repetitive thermographic inspections.

In addition, the applicability of the NPRM has been revised to coincide with the applicability of French CN 95-206-189(B).

Since these changes expand the scope of the originally proposed rule, the FAA has determined that it is necessary to reopen the comment period to provide additional opportunity for public comment.

Type Certification of Affected Airplanes

These airplane models are manufactured in France and are type certificated for operation in the United States under the provisions of section 221.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. and

Disposition of Comments to the NPRM

Interested persons were afforded an opportunity to respond to the NPRM. Due consideration has been given to pertinent comments that were submitted, as described below.

Request to Require Pulse-Echo Ultrasound Inspections

One commenter requests that the proposed Tap Tests, be replaced with pulse-echo ultrasound (A-scan) inspections. The commenter states that

the pulse-echo ultrasound inspection is much more accurate than a Tap Test.

The FAA concurs partially. The FAA acknowledges that more accurate inspections for debonding may exist; however, the FAA does not agree that pulse-echo ultrasound inspections are the type of inspections that should be required in this case. In developing this AD, the FAA considered the fact that pulse-echo ultrasound equipment and procedures are not readily available to all operators. Additionally, the FAA considered the accuracy of thermographic inspections, as well as the accessibility of thermographic inspections to all operators. In consideration of these items, the FAA finds that thermographic inspections are most appropriate to address the unsafe condition. However, under the provisions of paragraph (f) of the final rule, the FAA may approve alternative methods of compliance with this AD if data are submitted to substantiate that such a method would provide an acceptable level of safety.

Request to Update Cost Impact Information

One commenter requests that the estimated number of affected U.S.-registered airplanes specified in the cost impact information of the proposed rule be revised from 15 to 35, since that is the number of Model A300-600 series airplanes in its fleet.

The FAA concurs and has revised the cost impact information, below, to reflect this change.

Cost Impact

There are approximately 137 Model A310 and A300-600 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 35 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 34 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$71,400, or \$2,040 per airplane, per inspection cycle.

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

Should an operator elect to accomplish the optional replacement of the elevators, it would take approximately 14 work hours per airplane to accomplish the replacement, at an average labor rate of \$60 per work

hour. The manufacturer would provide the replacement parts at no cost to the operator. Based on these figures, the cost impact of the optional replacement action is estimated to be \$840 per airplane.

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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

Airbus: Docket 94-NM-222-AD.

Applicability: Model A310 and A300-600 series airplanes equipped with carbon fiber elevators having part number (P/N) A5527605500000 (left-hand side) and P/N A5527605600000 (right-hand side), on which Airbus Modifications 10489 and 10533 have

not been accomplished; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent the presence of water in the elevator, which could cause debonding of the elevator skins and, consequently, could affect the structural integrity of the elevator, accomplish the following:

(a) Perform a thermographic inspection to detect any water that is trapped within the elevator structure, in accordance with either Airbus Service Bulletin A310-55-2016, Revision 1, (for Model A310 series airplanes); or Airbus Service Bulletin A300-55-6014, Revision 1, (for Model A300-600 series airplanes), both dated August 8, 1995, as applicable. Perform the inspection at the time specified in paragraph (a)(1) or (a)(2) of this AD, as applicable.

(1) For airplanes on which CARCOM elevators are installed: Perform the inspection at the later of the times specified in paragraphs (a)(1)(i) and (a)(1)(ii) of this AD.

(i) Prior to the accumulation of 4,500 total landings on the elevator, or within 5 years after the first landing on the elevator, whichever occurs later; or

(ii) Within 3 months after the effective date of this AD.

(2) For airplanes on which CASA elevators are installed: Perform the inspection at the later of the times specified in paragraphs (a)(2)(i) and (a)(2)(ii) of this AD.

(i) Prior to the accumulation of 5,000 total landings on the elevator, or within 6 years after the first landing on the elevator, whichever occurs later.

(ii) Within 3 months after the effective date of this AD.

(b) If no water is detected, repeat the thermographic inspection required by paragraph (a) of this AD thereafter at the time specified in paragraph (b)(1) or (b)(2) of this AD, as applicable.

(1) For airplanes on which CARCOM elevators are installed: Repeat the inspection at intervals not to exceed 4,500 landings or 5 years, whichever occurs first;

(2) For airplanes on which CASA elevators are installed: Repeat the inspection at intervals not to exceed 5,000 landings or 6 years, whichever occurs first.

(c) If any water is detected in the elevator, and the area is within the limits specified in the Accomplishment Instructions of either Airbus Service Bulletin A310-55-2016, Revision 1, (for Model A310 series airplanes),

or A300-55-6016 (for Model A300-600 series airplanes), both Revision 1, both dated August 8, 1995, as applicable: Prior to further flight, protect and/or repair the elevator in accordance with the applicable service bulletin. Thereafter, repeat the thermographic inspections required by paragraph (b) of this AD at the times specified in the Accomplishment Instructions of the applicable service bulletin until the replacement of the elevator is accomplished as specified in paragraph (e) of this AD.

(d) If any water is detected in the elevator that exceeds the limits specified by Airbus Service Bulletin A310-55-2016 (for Model A310 series airplanes), or Airbus Service Bulletin A300-55-6014 (for Model A300-600 series airplanes), both Revision 1, and both dated August 8, 1995, as applicable: Accomplish the requirements of either (d)(1) or (d)(2) of this AD, as applicable.

(1) If any damage is detected that is less than or equal to 60,000 square millimeters or 93 square inches, prior to further flight, protect or repair and perform repetitive inspections in accordance with the applicable service bulletin.

(2) If any damage is detected that is more than 60,001 square millimeters or 93 square inches, prior to further flight, perform the requirements of either paragraph (d)(2)(i) or (d)(2)(ii) of this AD.

(i) If the damage is within the limits of the Structural Repair Manual (SRM) (Ref. SRM 55-20-00), accomplish the repair in accordance with the SRM; or

(ii) Replace the elevator in accordance with Airbus Service Bulletin A310-55-2019 (for Model A310 series airplanes), or A300-55-6016 (for Model A300-600 series airplanes), both dated December 18, 1995. No further action is required by this AD.

(e) Replacement of the elevator in accordance with either Airbus Service Bulletin A310-55-2019 (for Model A310 series airplanes), or A300-55-6016 (for Model A300-600 series airplanes), both dated December 18, 1995, as applicable, constitutes terminating action for the requirements of this AD.

(f) 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.

(g) 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 July 8, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.
[FR Doc. 96-17741 Filed 7-11-96; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-122-AD]

RIN 2120-AA64

Airworthiness Directives; Short Brothers Model SD3-60 SHERPA Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Short Brothers Model SD3-60 SHERPA series airplanes. This proposal would require revising the Airplane Flight Manual (AFM) to provide the flight crew with recognition cues for, and procedures for exiting from, severe icing conditions, and to limit or prohibit the use of various flight control devices. This proposal is prompted by results of a review of the requirements for certification of the airplane in icing conditions, new information on the icing environment, and icing data provided currently to the flight crews. The actions specified by the proposed AD are intended to minimize the potential hazards associated with operating the airplane in severe icing conditions by providing more clearly

defined procedures and limitations associated with such conditions.

DATES: Comments must be received by August 29, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-122-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.

This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Greg Dunn, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2799; 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 96-NM-122-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. 96-NM-122-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On April 24, 1996, the FAA issued 18 AD's (see below for a listing of all 18 AD's) to require revising the FAA-approved Airplane Flight Manual (AFM) to provide the flight crew with recognition cues for, and procedures for exiting from, severe icing conditions, and to limit or prohibit the use of various flight control devices. These AD's were published in the Federal Register on May 7, 1996:

Manufacturer/airplane model	AD No.	Amendment No.	FEDERAL REGISTER citation
de Havilland DHC-6 Series	96-09-11	39-9587	61 FR 20616
EMBRAER EMB-110P1/EMB-110P2	96-09-12	39-9588	61 FR 20636
Beech 99/200/1900 Series	96-09-13	39-9589	61 FR 20638
Dornier 228 Series	96-09-14	39-9590	61 FR 20639
Cessna 208/208B	96-09-15	39-9591	61 FR 20641
Fairchild Aircraft SA226/SA227 Series	96-09-16	39-9592	61 FR 20643
Jetstream 3101/3201	96-09-17	39-9593	61 FR 20644
Jetstream BAe ATP	96-09-18	39-9594	61 FR 20668
Jetstream 4101	96-09-19	39-9595	61 FR 20669
British Aerospace HS 748 Series	96-09-20	39-9596	61 FR 20671
Saab SF340A/SAAB 340B/SAAB 2000 Series	96-09-21	39-9597	61 FR 20672
CASA C-212/CN-235 Series	96-09-22	39-9598	61 FR 20674
Dornier 328-100 Series	96-09-23	39-9599	61 FR 20676
EMBRAER EMB-120 Series	96-09-24	39-9600	61 FR 20677
de Havilland DHC-7/DHC-8 Series	96-09-25	39-9601	61 FR 20679
Fokker F27 Mark 100/200/300/400/500/600/700/050 Series	96-09-26	39-9602	61 FR 20681
Short Brothers SD3-30/SD3-60/SD3-SHERPA Series	96-09-27	39-9603	61 FR 20682
Aerospatiale ATR-42/ATR-72 Series	96-09-28	39-9604	61 FR 20646

Those actions were prompted by results of a review of the requirements

for certification of the airplane in icing conditions, new information on the

icing environment, and icing data provided currently to the flight crews.