

systems may be susceptible to 400 Hz sinusoidal modulation. If the worst-case modulation is unknown or cannot be determined, default modulations may be used. Suggested default values are a 1 KHz sine wave with 80 percent depth of modulation in the frequency range from 10 KHz to 400 MHz and 1 KHz square wave with greater than 90 percent depth of modulation from 400 MHz to 18 GHz. For frequencies where the unmodulated signal would cause deviations from normal operation, several different modulating signals with various waveforms and frequencies should be applied.

Acceptable system performance would be attained by demonstrating that the critical function components of the system under consideration continue to perform their intended function during and after exposure to required electromagnetic fields. Deviations from system specifications may be acceptable but must be independently assessed by the FAA on a case-by-case basis.

TABLE 1.—FIELD STRENGTH VOLTS/  
METER

Frequency	Peak (V/ M)	Average (V/M)
10–100 KHz .....	50	50
100–500 .....	60	60
500–2000 .....	70	70
2–30 MHz .....	200	200
30–100 .....	30	30
100–200 .....	150	33
200–400 .....	70	70
400–700 .....	4020	935
700–1000 .....	1700	170
1–2 GHz .....	5000	990
2–4 .....	6680	840
4–6 .....	6850	310
6–8 .....	3600	670
8–12 .....	3500	1270
12–18 .....	3500	360
18–40 .....	2100	750

As discussed above, these special conditions are applicable to the Eurocopter Deutschland Model MBB–BK 117A–1, A–3, A–4, B–1, B–2, and C–1 helicopters. Should Eurocopter Deutschland apply at a later date for a supplemental type certificate to modify any other model included on Type Certificate H13EU to incorporate the same novel or unusual design feature, the special conditions would apply to that model as well under the provisions of § 21.101(a)(1).

#### Conclusion

This action affects only certain unusual or novel design features on six models of helicopters. It is not a rule of general applicability and affects only the applicant who applied to the FAA

for approval of these features on the affected helicopters.

The substance of this special condition for similar installations in a variety of helicopters has been subjected to the notice and comment procedure and has been finalized without substantive change. It is unlikely that prior public comment would result in a significant change from the substance contained herein. For this reason, and because a delay would significantly affect the certification of the helicopter, which is imminent, the FAA has determined that prior public notice and comment are unnecessary and impractical, and good cause exists for adopting this special condition immediately. Therefore, this special condition is being made effective upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to prior opportunities for comment.

#### List of Subjects in 14 CFR Part 29

Aircraft, Air transportation, Aviation safety, Rotorcraft, Safety.

The authority citation for this special condition are as follows:

Authority: 49 U.S.C. 1344, 1348(c), 1352, 1354(a), 1355, 1421 through 1431, 1502, 1651(b)(2); 42 U.S.C. 1857f–10, 4321 et seq.; E.O. 11514; 49 U.S.C. 106(g).

#### The Special Condition

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special condition is issued as part of the type certification basis for the Eurocopter Deutschland Models MBB–BK 117 A–1, A–3, A–4, B–1, B–2, and C–1 helicopters:

#### Protection for Electrical and Electronic Systems From High Intensity Radiated Fields

Each system that performs critical functions must be designed and installed to ensure that the operation and operational capabilities of these systems to perform critical functions are not adversely affected when the helicopter is exposed to high intensity radiated fields external to the helicopter.

Issued in Fort Worth, Texas, on August 13, 1996.

Michele M. Owsley,

*Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.*

[FR Doc. 96–21715 Filed 8–23–96; 8:45 am]

BILLING CODE 4910–13–M

#### 14 CFR Part 39

[Docket No. 95–NM–263–AD; Amendment 39–9724; AD 96–17–14]

RIN 2120–AA64

#### Airworthiness Directives; Airbus Model A300 B2 and B4 Series Airplanes, Excluding Model A300–600 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Airbus Model A300 B2 and B4 series airplanes, that currently requires repetitive visual inspections to detect cracks in the forward intermediate section skin at frame 30A where it joins stringer 30, and repair, if necessary. This amendment adds a requirement for eddy current inspection(s) to detect cracks of the outer skin of the fuselage; accomplishment of this inspection terminates the repetitive visual inspections. This amendment also requires repair of any cracked area and modification of the structure at certain frames. This amendment is prompted by in-service experience which has identified fatigue cracks in this area. The actions specified by this AD are intended to prevent fatigue cracking, which could result in rapid decompression of the airplane.

**DATES:** Effective September 30, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 30, 1996.

**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:** Tim Backman, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2797; fax (206) 227–1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 90–11–09,

amendment 39-6611 (55 FR 21185, May 23, 1990), which is applicable to certain Airbus Model A300 B2 and B4 series airplanes, was published in the Federal Register on April 30, 1996 (61 FR 18995). That action proposed to continue to require repetitive detailed visual inspections to detect cracks of the forward intermediate section skin of the fuselage at the junction of frame 30A and stringer 30. However, that action also proposed to add a requirement to accomplish eddy current inspections to detect cracks of the outer skin of the fuselage at frames 28A and 30A above stringer 30. Accomplishment of this inspection action would constitute terminating action for the currently-required repetitive detailed visual inspections. The action also proposed to require the repair of any cracked area, and modification of the structure at frames 28A and 30A between stringer 27 and 30 (left- and right-hand).

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 proposed rule.

#### Conclusion

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 as proposed.

#### Cost Impact

There are approximately 24 Airbus Model A300 B2 and B4 series airplanes, excluding Model A300-600 series airplanes, of U.S. registry that will be affected by this proposed AD.

The detailed visual inspections that are currently required by AD 90-11-09 take approximately 1 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 currently required detailed visual inspections is estimated to be \$1,440, or \$60 per airplane, per inspection cycle.

The eddy current inspection that is required by this new AD action will take approximately 1 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 eddy current inspection requirements of this AD is estimated to be \$1,440, or \$60 per airplane, per inspection cycle.

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.

#### Regulatory Impact

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

##### § 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-6611 (55 FR 21185, May 23, 1990), and by adding a new airworthiness directive (AD), amendment 39-9724, to read as follows:

96-17-14 Airbus Industrie: Amendment 39-9724. Docket 95-NM-263-AD.

Supersedes AD 90-11-09, Amendment 39-6611.

*Applicability:* Model A300 B2 and B4 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 (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.

Note 2: Airbus Model A300-600 series airplanes are not subject to this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue cracking, which could result in rapid decompression of the airplane, accomplish the following:

(a) For airplanes on which Airbus All Operators Telex (AOT) 53/90/01, dated April 12, 1990 has been accomplished: Prior to the accumulation of 18,000 total landings or 24,000 total hours time-in-service, whichever occurs first, or within 100 landings after June 11, 1990 (the effective date of AD 90-11-09, amendment 39-6611), whichever occurs later, perform a detailed visual inspection to detect cracks of the forward intermediate section skin of the fuselage at the junction of frame 30A and stringer 30, in accordance with Airbus All Operators Telex 53/90/01, dated April 12, 1990.

(1) If no cracks are detected, repeat the detailed visual inspection thereafter at intervals not to exceed 2,000 landings until the requirements of paragraph (b) of this AD are accomplished.

(2) If any crack is detected, prior to further flight, repair it in accordance with the AOT. Prior to the accumulation of 15,000 landings or 20,000 total hours time-in-service, whichever occurs first, after the crack is repaired repeat the detailed visual inspection at an interval not to exceed 2,000 landings until the requirements of paragraph (b) of this AD are accomplished.

(b) For all airplanes: Perform an eddy current inspection to detect cracks of the outer skin of the fuselage at frames 28A and 30A above stringer 30, in accordance with Airbus Service Bulletin A300-53-283, Revision 2, dated March 17, 1994, at the time specified in either paragraph (b)(1) or (b)(2) of this AD, as applicable. Accomplishment of the eddy current inspection terminates the repetitive visual inspection requirements of paragraph (a) of this AD.

(1) For airplanes on which the requirements of paragraph (a) of this AD have been initiated: Perform the eddy current inspection prior to the accumulation of 2,000 landings since the last inspection performed in accordance with paragraph (a) of this AD, or within 100 landings after the effective date of this AD, whichever occurs later.

(2) For airplanes other than those identified in paragraph (b)(1) of this AD: Perform the eddy current inspection at the later of the times specified in paragraph (b)(2)(i) or (b)(2)(ii):

(i) Prior to the accumulation of 14,100 total landings or 22,000 total flight hours after the

effective date of this AD, whichever occurs first; or

(ii) Within 100 landings after the effective date of this AD.

(c) If no crack is detected during the eddy current inspection required by paragraph (b) of this AD, repeat the eddy current inspection thereafter at intervals not to exceed 3,000 landings.

(d) If any crack is detected during any eddy current inspection required by this AD, prior to further flight, repair it in accordance with Airbus All Operators Telex 53/90/01, dated April 12, 1990, or Airbus Service Bulletin A300-53-283, Revision 2, dated March 17, 1994. After accomplishing the repair, within 15,000 landings or 20,000 flight hours after repair, whichever occurs first, modify the structure at frames 28A and 30A between stringers 27 and 30 (left- and right-hand), in accordance with Airbus Service Bulletin A300-53-285, Revision 1, dated November 22, 1993. Accomplishment of this

reinforcement constitutes terminating action for this AD.

(e) Except for airplanes on which the repair required by paragraph (d) of this AD has been accomplished: Modify the structure at frames 28A and 30A between stringers 27 and 30 (left- and right-hand), in accordance with Airbus Service Bulletin A300-53-285, Revision 1, dated November 22, 1993, at the later of the times specified in paragraphs (e)(1) or (e)(2) of this AD. Accomplishment of this modification constitutes terminating action for the eddy current inspection requirements of paragraph (c) of this AD.

(1) Prior to the accumulation of 25,000 total landings or 40,000 total flight hours, whichever occurs first.

(2) Within 1,000 landings after the effective date 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 3: 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.

(h) The actions shall be done in accordance with one of the following Airbus service documents, which contain the specified list of effective pages:

Service document referenced and date	Page No.	Revision level shown on page	Date shown on page
All Operators Telex (AOT) 53/90/01 April 12, 1990 ...	1, 2 .....	Original .....	April 12, 1990.
Service Bulletin A300-53-283, Revision 2, March 17, 1994.	1-17 .....	2 .....	March 17, 1994.
Service Bulletin A300-53-285, Revision 1, November 22, 1993.	1-3, 6, 13, 14, 18, 20, 29-31, 35, 36, 51, 52, 57, 58, 61, 62, 71, 72, 75, 76, 107, 108, 111, 112, 115-120.	1 .....	November 22, 1993.
	4, 5, 7-12, 15-17, 19, 21-28, 32-34, 37-50, 53-56, 59, 60, 63-70, 73, 74, 77-106, 109, 110, 113, 114, 121.	Original .....	August 19, 1992.

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.

(i) This amendment becomes effective on September 30, 1996.

Issued in Renton, Washington, on August 16, 1996.

Darrell M. Pederson,

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

[FR Doc. 96-21458 Filed 8-23-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 95-NM-166-AD; Amendment 39-9723; AD 96-17-13]

RIN 2120-AA64

#### Airworthiness Directives; Beech (Raytheon) Model BAe 125 Series 1000A and Model Hawker 1000 Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Beech (Raytheon) Model BAe 125 series 1000A and Model Hawker 1000 airplanes, that requires a one-time inspection for correct sleeve lengths, an inspection to detect discrepancies of the elevator pulley assembly, and correction of any discrepancy. This amendment is prompted by reports indicating that some aircraft have been fitted with an elevator pulley that was assembled incorrectly during manufacture. The actions specified by this AD are intended to prevent reduced structural integrity of the elevator control circuit due to failure of one or more outer lugs or malfunction of the elevator pulley

assembly as a result of incorrect assembly of the pulley.

**DATES:** Effective September 30, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 30, 1996.

**ADDRESSES:** The service information referenced in this AD may be obtained from Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. 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:** William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD)