

Document No.	Pages	Revision	Date
	6-11	Original	March 13, 1992.
	12	1	March 26, 1992.
	13	3	May 29, 1992.
	14	Original	March 13, 1992.
	15	4	August 28, 1992.
	16	3	May 29, 1992.
	17	4	August 28, 1992.
	18-29	3	May 29, 1992.
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ASB No. PW2000 72-450	1	6	July 9, 1996.
	2	4	May 28, 1994.
	3-5	3	May 29, 1992.
	6-11	Original	March 13, 1992.
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	13	3	May 29, 1992.
	14	Original	March 13, 1992.
	15	4	August 28, 1992.
	16	3	May 29, 1992.
	17	4	August 28, 1992.
	18-28	3	May 29, 1992.
	29	6	July 9, 1996.
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SB No. PW2000 72-501	1-12	Original	September 30, 1993.
Total Pages: 12.			
ASB No. PW2000 A72-220	1	3	April 13, 1989.
	2	1	July 29, 1987.
	3-26	3	April 13, 1989.
Total Pages: 26.			
ASB No. PW2000 A72-220	1	4	September 20, 1989.
	2	1	July 29, 1987.
	3-6	3	April 13, 1989.
	7-9	4	September 20, 1989.
	10-16	3	April 13, 1989.
	17-27	4	September 20, 1989.
Total Pages: 27.			
SB No. PW2000 72-233	1,2	2	September 27, 1988.
	3-7	Original	August 7, 1987.
	8	1	January 22, 1988.
	9,10	2	September 27, 1988.
Total Pages: 10.			
SB No. PW2000 72-233	1-4	3	May 30, 1989.
	5	Original	August 7, 1987.
	6	3	May 30, 1989.
	7	Original	August 7, 1987.
	8	1	January 22, 1988.
	9,10	3	May 30, 1989.
Total Pages: 10.			

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 Pratt & Whitney, Technical Publications Department, M/S 132-30, 400 Main Street, East Hartford, CT 06108; telephone (860) 565-7700. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(r) This amendment becomes effective on November 29, 1996.

Issued in Burlington, Massachusetts, on August 26, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-22769 Filed 9-27-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 92-NM-225-AD; Amendment 39-9768; AD 96-20-02]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A300 series airplanes, that requires detailed visual inspections to detect cracking of a certain fuselage frame, and repair, if necessary. This AD also provides for an optional terminating action for the repetitive inspections.

This amendment is prompted by reports of a fatigue crack found initiating at hole "I" of frame 47 on two of these airplanes. The actions specified by this AD are intended to prevent such fatigue cracking, which could result in reduced structural integrity of the airplane.

DATES: Effective November 4, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 4, 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: Phil Forde, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2146; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Airbus Model A320 series airplanes was published in the Federal Register on April 12, 1993 (58 FR 19068). That action proposed to require detailed visual inspections to detect cracking of a certain fuselage frame, and repair, if necessary. That action also proposed to provide for an optional terminating action for the repetitive inspection requirements.

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

Support for the Proposal

Two commenters support the proposed rule.

Request to Revise the Applicability of the Proposed Rule

One commenter requests that the applicability of paragraphs (a)(2) and (a)(3) of the proposal be revised to include Model A300 B4-120, B4-220, C4-203, and F4-203 series airplanes. The FAA does not concur. As of the effective date of this AD, those models are not type certificated for operation in the United States; further, the FAA cannot assume continued airworthiness responsibilities (via AD action) for airplanes that do not have a U.S. Type Certificate.

Request to Withdraw Proposed Rule

The same commenter states that, since issuance of the NPRM, Airbus has issued Revision 3 of Airbus A300 Service Bulletin 53-265. The commenter points out that this revision no longer contains the inspection of the rear spar 47 lower flange at holes "H" and "I", as specified in Revision 2 of that service bulletin. This inspection has been transferred to Airbus Service Bulletin A300-53-299. The commenter also points out that Service Bulletin A300-53-299 cancels and supersedes Airbus Industrie All Operators Telex (AOT) 53-02, dated November 2, 1992. (AOT 53-02 and Revision 2 of Service

Bulletin 53-265 are referenced in this AD as the appropriate source of service information.) The commenter also states that Revision 3 of Service Bulletin 53-265 has been incorporated in Revision 2 of the Airbus Industrie A300 Supplemental Structural Inspection Document (SSID); the procedures specified in the SSID are currently required by AD 96-13-11, amendment 39-9679 (61 FR 35122, July 5, 1996).

From this comment the FAA infers that the commenter is requesting that the proposed AD be withdrawn. The FAA does not concur. The FAA acknowledges that the procedures specified in Revision 3 of Service Bulletin 53-265 and Service Bulletin A300-53-299 are incorporated in the Airbus A300 SSID. However, AD 96-13-11, which mandates the SSID program for U.S. operators, provides a "grace period" of one year to incorporate the SSID into the operator's maintenance program; the "grace period" effectively delays initiation of the inspections by at least that amount of time. Additionally, Airbus Service Bulletin A300-53-299 recommends inspection compliance times with additional "grace periods" for affected airplanes that have surpassed the number of flight cycles at which cracking is likely to initiate. Several airplanes already have accumulated as much as 8,000 flight cycles above that flight cycle threshold. In light of these items, and in consideration of the amount of time that has already elapsed since issuance of the original notice, the FAA has determined that the inspections required by this AD must be initiated as soon as practicable (as specified in the AD), and that further delay of this final rule action is not appropriate.

New Relevant Service Information

Since issuance of the NPRM, Airbus has issued Service Bulletin A300-53-299, dated December 14, 1993. The rototest inspection in this service bulletin is identical to that described in Airbus Service Bulletin 53-265, Revision 1, dated March 10, 1992 (which was referenced in the NPRM as the appropriate source of service information). Therefore, the FAA has revised paragraph (d) of the final rule to include reference to Service Bulletin A300-53-299 as an additional source of service information for accomplishing the optional rototest inspection.

Additionally, the FAA has determined that the crack repair procedures specified in Airbus Service Bulletin A300-53-299, dated December 14, 1993, and in Airbus Service Bulletin 53-265, Revision 1, dated March 10,

1992, are appropriate for repair cracks found during the visual inspection(s) required by paragraph (a) and (b). The FAA has revised paragraph (c) of the final rule to indicate this.

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 with the changes previously described. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 20 airplanes of U.S. registry will be affected by this AD, that it will take approximately 10 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$12,000, or \$600 per airplane.

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

The FAA has recently reviewed the figures it has used over the past several years in calculating the economic impact of AD activity. In order to account for various inflationary costs in the airline industry, the FAA has determined that it is necessary to increase the labor rate used in these calculations from \$55 per work hour to \$60 per work hour. The economic impact information, below, has been revised to reflect this increase in the specified hourly labor rate.

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 adding the following new airworthiness directive:

96-20-02 Airbus Industrie: Amendment 39-9768. Docket 92-NM-225-AD.

Applicability: Model A300 B2-1C, B2K-3C, B2-203, B4-2C, and B4-103, series airplanes, on which Modification 2626 has not been installed; 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 (e) 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 fatigue cracking, which could result in reduced structural integrity of the airplane, accomplish the following:

(a) Perform a detailed visual inspection to detect cracking of the fuselage, frame 47 at hole "I", in accordance with Airbus All Operator Telex (AOT) 53-02, dated November 2, 1992, at the times specified in paragraphs (a)(1), (a)(2), or (a)(3), as applicable.

(1) For Model A300 B2-1C, B2K-3C, and B2-203 series airplanes: Perform the

inspection prior to the accumulation of 15,000 total landings, or within 50 landings after the effective date of this AD, whichever occurs later.

(2) For Model A300 B4-2C and B4-103 series airplanes: Perform the inspection prior to the accumulation of 18,700 total landings, or within 50 landings after the effective date of this AD, whichever occurs later.

(3) For Model A300 B4-203 series airplanes: Perform the inspection prior to the accumulation of 14,100 total landings, or within 50 landings after the effective date of this AD, whichever occurs later.

(b) If no crack is detected during the inspection required by paragraph (a) of this AD, repeat the detailed visual inspection at intervals not to exceed 200 landings.

(c) If a crack is detected during any inspection required by paragraph (a) or (b) of this AD, prior to further flight, repair in accordance with either paragraph (c)(1), (c)(2), or (c)(3) of this AD:

(1) Repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate; or

(2) Repair in accordance with crack repair procedures specified in Airbus A300 Service Bulletin 53-265, Revision 2, dated March 10, 1992; or

(3) Repair in accordance with crack repair procedures specified in Airbus Service Bulletin A300-53-299, dated December 14, 1993.

(d) Conducting a repetitive Rototest inspection of hole "I" in accordance with Airbus A300 Service Bulletin 53-265, Revision 2, dated March 10, 1992, or Airbus Service Bulletin A300-53-299, dated December 14, 1993, constitutes terminating action for the detailed visual inspections required by this AD. If any crack is found, prior to further flight, repair it in accordance with that service bulletin.

(e) 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.

(f) 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.

(g) The visual inspection shall be done in accordance with Airbus All Operator Telex (AOT) 53-02, dated November 2, 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.

(h) This amendment becomes effective on November 4, 1996.

Issued in Renton, Washington, on September 19, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-24654 Filed 9-27-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-72-AD; Amendment 39-9769; AD 96-20-03]

RIN 2120-AA64

Airworthiness Directives; de Havilland Model DHC-8-100 and -300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to all de Havilland DHC-8-100 and -300 series airplanes, that currently requires repetitive inspections to detect loose bolts at the retract actuator support fitting of the main landing gear, and various follow-on actions, if necessary. That AD was prompted by a report of loose actuator supporting bolts and cracks in the relief radius of the boss at the forward surface of the fittings. This amendment adds a requirement to install a new modification, which, when accomplished, terminates the repetitive inspections. The actions specified by this AD are intended to prevent loss of hydraulic systems and reduced controllability of the airplane due to loose actuator support bolts or cracks in the relief radius of the boss at the forward surface of the fittings.

DATES: Effective November 4, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 4, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario, Canada M3K 1Y5. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton,