

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:

96-24-15 McDONNELL DOUGLAS:  
Amendment 39-9839. Docket 95-NM-199-AD.

**Applicability:** Model DC-10-10, -15, -30, and -40 series airplanes, and KC-10A (military) airplanes; as listed in McDonnell Douglas DC-10 Service Bulletin 53-167, Revision 1, dated February 15, 1995; 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 (d) 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 in the secondary pivot support of the horizontal stabilizer, which could result in reduced structural integrity of the horizontal stabilizer and, consequently, lead to reduced controllability of the airplane, accomplish the following:

(a) Prior to the accumulation of 10,000 total landings, or within 3,000 landings after the effective date of this AD, whichever occurs later, perform a high frequency eddy current (HFEC) inspection to detect cracks in the secondary pivot support of the horizontal stabilizer, in accordance with McDonnell Douglas DC-10 Service Bulletin 53-167, Revision 1, dated February 15, 1995.

(b) If no cracks are detected during the HFEC inspection required by paragraph (a) of this AD, accomplish paragraph (b)(1) of this AD until paragraph (b)(2) of this AD is accomplished.

(1) Repeat the HFEC inspection thereafter at intervals not to exceed 10,000 landings.

(2) Accomplishment of the preventative modification in accordance with Condition I (no cracks), Option 2, of the service bulletin constitutes terminating action for the repetitive inspection requirements of paragraph (b)(1) of this AD.

(c) If any crack is detected during the HFEC inspection required by paragraph (a) or (b) of this AD, prior to further flight, accomplish either paragraph (c)(1) or (c)(2) of this AD.

(1) Repair the crack in accordance with Paragraph (1) of Condition II (cracks), Option 1 (temporary repair), of the Accomplishment Instructions of the service bulletin. Within 300 landings after accomplishing that repair, perform a visual inspection to detect cracks at the area of the repair, in accordance with the service bulletin. Repeat the visual

inspection thereafter at intervals not to exceed 300 landings.

(i) If any crack is detected during the visual inspection required by paragraph (c)(1) of this AD, prior to further flight, repair it in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(ii) Prior to 2,800 landings after accomplishing the HFEC inspection required by paragraph (a) of this AD, replace the secondary pivot support of the horizontal stabilizer with a new secondary pivot support, in accordance with Condition II (cracks), Option 2, of the service bulletin. Accomplishment of this replacement constitutes terminating action for the repetitive HFEC and visual inspection requirements of this AD.

(2) Replace the secondary pivot support of the horizontal stabilizer with a new secondary pivot support, in accordance with Condition II (cracks), Option 2 (permanent repair), of the service bulletin. Accomplishment of this replacement constitutes terminating action for the repetitive HFEC and visual inspection requirements of this AD.

(d) 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, Los Angeles ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(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) The inspections, certain repairs, and replacement shall be done in accordance with McDonnell Douglas DC-10 Service Bulletin 53-167, Revision 1, dated February 15, 1995. 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 McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on January 27, 1997.

Issued in Renton, Washington, on November 22, 1996.

Darrell M. Pederson,

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

[FR Doc. 96-30568 Filed 12-18-96; 8:45 am]

BILLING CODE 4910-13-P

### 14 CFR Part 39

[Docket No. 95-NM-176-AD; Amendment 39-9846; AD 96-25-04]

RIN 2120-AA64

### Airworthiness Directives; Airbus Model A320 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Airbus Model A320 series airplanes, that currently requires inspections to detect chafing of the wire looms (bundles) in the wing and the horizontal stabilizer; and repair or replacement, protection, and realignment, if necessary. This amendment requires that those actions also be accomplished in certain areas of the main landing gear (MLG) bays. This amendment also requires installation of protective sleeves around the wire bundles, and realignment of bundles that are not guided centrally into the conduit end fittings, which constitutes terminating action for the repetitive inspections. This amendment is prompted by a report that electrical short circuiting could occur in the wire bundles in the MLG bays. The actions specified by this AD are intended to prevent such electrical short circuiting due to chafing of the wire bundles in the wing, horizontal stabilizer, or MLG bays.

**DATES:** Effective January 27, 1997. The incorporation by reference of Airbus Service Bulletin A320-24-1044, Revision 3, dated March 12, 1993; and Airbus Service Bulletin A320-24-1045, Revision 3, dated June 10, 1993, as listed in the regulations, is approved by the Director of the Federal Register as of January 27, 1997.

The incorporation by reference of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992; and Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992; as listed in the regulations was approved previously by the Director of the Federal Register as of December 3, 1992 (57 FR 48957).

**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 92-22-02, amendment 39-8388 (57 FR 48957, October 29, 1992), which is applicable to certain Airbus Model A320 series airplanes, was published in the Federal Register on September 11, 1996 (61 FR 47835). The action proposed to supersede AD 92-22-02 to continue to require inspections to detect chafing of the wire bundles in the wing and the horizontal stabilizer; and repair or replacement, protection, and realignment, if necessary. The action also proposed to require that these actions be accomplished in certain areas of the MLG bays. Additionally, the action proposed to require installation of protective sleeves around the wire bundles, and realignment of bundles that are not guided centrally into the conduit end fittings, which would constitute terminating action for the repetitive inspections.

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 30 Model A320 series airplanes of U.S. registry that will be affected by this proposed AD.

The actions that are currently required by AD 92-22-02 take approximately 31 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based

on these figures, the cost impact of the actions currently required on U.S. operators is estimated to be \$55,800, or \$1,860 per airplane.

The inspections that are required by this new AD action will take approximately 31 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the required inspections on U.S. operators is estimated to be \$55,800, or \$1,860 per airplane.

The installation that is required by this AD action takes approximately 59 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. The cost for required parts is negligible. Based on these figures, the cost impact of the installation on U.S. operators is estimated to be \$106,200, or \$3,540 per airplane.

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 39-8388 (57 FR 48957, October 29, 1992), and by adding a new airworthiness directive (AD), amendment 39-9846, to read as follows:

96-25-04 Airbus Industrie: Amendment 39-9846. Docket 95-NM-176-AD. Supersedes AD 92-22-02, Amendment 39-8388.

*Applicability:* Model A320 series airplanes on which Airbus Modification No. 22109 (Airbus Service Bulletin A320-24-1045, Revision 3, dated June 10, 1993) has 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 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 request approval for an alternative method of compliance in accordance with paragraph (h) 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 electrical short circuiting due to chafing of the wire bundles in the wing, horizontal stabilizer, or main landing gear (MLG) bay, accomplish the following:

#### *Restatement of Requirements of AD 92-22-02*

(a) For airplanes having manufacturer's serial numbers through 169 inclusive: Prior to the accumulation of 450 hours time-in-service after December 3, 1992 (the effective date of AD 92-22-02, amendment 39-8388), inspect the wire bundles in wing zones 574 and 674 through panels 574AB and 674AB to detect chafing or contact with the end fittings of the protective conduit, in accordance with Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993. Thereafter, repeat this inspection at intervals not to exceed 450 hours time-in-service until the inspection required by paragraph (c) of this AD is accomplished.

(1) If any chafed or damaged wire is found, prior to further flight, repair or replace it in accordance with the Airplane Maintenance Manual or the Aircraft Wiring Manual.

(2) If any wire bundle is found in contact with the edge of the conduit end fitting, or

which might come in contact with the edge of the conduit end fitting due to vibration in flight, prior to further flight, realign and protect the bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, or Revision 3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(2)(b) of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993.

(b) For airplanes having manufacturer's serial numbers through 169 inclusive: Prior to the accumulation of 1,500 hours time-in-service after December 3, 1992, inspect the wire bundles in the wing and horizontal stabilizer, excluding wing zones 574 and 674 through panels 574AB and 674AB, to detect chafing or contact with the ending fittings of the protective conduit, in accordance with Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993. Thereafter, repeat this inspection at intervals not to exceed 3,500 hours time-in-service until the inspection required by paragraph (d) of this AD is accomplished.

(1) If any chafed or damaged wire is found, prior to further flight, repair or replace it in accordance with the Airplane Maintenance Manual or the Aircraft Wiring Manual.

(2) If any wire bundle is found in contact with the edge of the conduit end fitting, or which might come in contact with the edge of the conduit end fitting due to vibration in flight, prior to further flight, realign and protect the bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, or Revision 3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(6)(b) of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993.

#### *New Requirements of This AD*

(c) For all airplanes: Prior to the accumulation of 450 hours time-in-service after the effective date of this AD, inspect the wire bundles in wing zones 574 and 674 through panels 574AB and 674AB to detect damage, contact chafing, or contact with the end fittings of the protective conduit, in accordance with Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993. Thereafter, repeat this inspection at intervals not to exceed 450 hours time-in-service. Accomplishment of this inspection terminates the inspections required by paragraph (a) of this AD.

(1) If any chafed or damaged wire is found, prior to further flight, accomplish the requirements of paragraphs (c)(1)(i) and (c)(1)(ii) of this AD.

(i) Repair or replace the wire in accordance with the Airplane Maintenance Manual or the Aircraft Wiring Manual. And

(ii) Protect the wire bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, or Revision 3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(2)(b) of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993.

(2) If any wire bundle is found in contact with the edge of the conduit end fitting, or which might come in contact with the edge of the conduit end fitting due to vibration in flight, prior to further flight, realign and protect the bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, or Revision 3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(2)(b) of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993.

(d) For all airplanes: Prior to the accumulation of 1,500 hours time-in-service after the effective date of this AD, inspect the wire bundles in the wing and horizontal stabilizer, excluding wing zones 574 and 674 through panels 574AB and 674AB, to detect chafing or contact with the ending fittings of the protective conduit, in accordance with Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993. Thereafter, repeat this inspection at intervals not to exceed 3,500 hours time-in-service. Accomplishment of this paragraph terminates the inspections required by paragraph (b) of this AD.

(1) If any chafed or damaged wire is found, prior to further flight, accomplish the requirements of paragraphs (d)(1)(i) and (d)(1)(ii) of this AD.

(i) Repair or replace the wire in accordance with the Airplane Maintenance Manual or the Aircraft Wiring Manual. And

(ii) Protect the wire bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, or Revision 3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(6)(b) of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993.

(2) If any wire bundle is found in contact with the edge of the conduit end fitting, or which might come in contact with the edge of the conduit end fitting due to vibration in flight, prior to further flight, realign and protect the bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, or Revision 3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(6)(b) of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993.

(e) For all airplanes: Prior to the accumulation of 1,500 hours time-in-service after the effective date of this AD, inspect the wire bundles in the MLG bays to detect chafing or contact with the end fittings of the protective conduit, in accordance with Airbus Service Bulletin A320-24-1044, Revision 3, dated March 12, 1993. Thereafter, repeat this inspection at intervals not to exceed 3,500 hours time-in-service.

(1) If any chafed or damaged wire is found, prior to further flight, accomplish the requirements of paragraphs (e)(1)(i) and (e)(1)(ii) of this AD.

(i) Repair or replace the wire in accordance with the Airplane Maintenance Manual or the Aircraft Wiring Manual. And

(ii) Protect the wire bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 3, dated June 10, 1993; or in

accordance with the temporary repair described in paragraph 2.B.(6)(b) of Airbus Service Bulletin A320-24-1044, Revision 3, dated March 12, 1993.

(2) If any wire bundle is found in contact with the edge of the conduit end fitting, or which might come in contact with the edge of the conduit end fitting due to vibration in flight, prior to further flight, realign and protect the bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(6)(b) of Airbus Service Bulletin A320-24-1044, Revision 3, dated March 12, 1993.

(f) If a temporary repair over a damaged length of wire bundle is accomplished in accordance with paragraph (a)(2), (b)(2), (c)(2), (d)(2), or (e)(2) of this AD: Prior to the accumulation of 450 hours time-in-service, replace the temporary repair with a protective sleeve around the wire bundle, and realign the bundle if it is not guided centrally into the conduit end fittings. Accomplish these actions in accordance with Airbus Service Bulletin A320-24-1045, Revision 3, dated June 10, 1993. Accomplishment of these actions terminates the repetitive inspections required by paragraph (c), (d), or (e) of this AD, as applicable.

Note 2: Accomplishment of the actions in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, is acceptable for compliance with the requirements of paragraph (f) of this AD for the areas specified in paragraphs (c) and (d) of this AD.

(g) For all airplanes: Prior to the accumulation of 7,000 hours time-in-service after the effective date of this AD, install protective sleeves around the wire bundles, and realign any bundle that is not guided centrally into the conduit end fittings, in wing zones 574 and 674 through panels 574AB and 674AB, in the wing and horizontal stabilizer, excluding wing zones 574 and 674 through panels 574AB and 674AB, and in the MLG bays, in accordance with Airbus Service Bulletin A320-24-1045, Revision 3, dated June 10, 1993. Accomplishment of these actions constitutes terminating action for the repetitive inspections required by this AD.

Note 3: Accomplishment of the actions in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, is acceptable for compliance with the requirements of paragraph (g) of this AD for the areas specified in paragraphs (c) and (d) of this AD.

(h) 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, 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be

obtained from the Standardization Branch, ANM-113.

(i) 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.

(j) The actions shall be done in accordance with the following Airbus Industrie service bulletins, as applicable, which contain the specified list of effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
A320-24-1044, Revision 2 March 3, 1992 .....	1-6, 8, 8A, 8B, 9, 12, 16 .....	2 .....	March 3, 1992.
A320-24-1044, Revision 3, March 12, 1993 ...	7, 10, 11, 13-15, 17-23 .....	1 .....	August 23, 1991.
	1-6, 8A, 13, 24 .....	3 .....	March 12, 1993.
A320-24-1045, Revision 2, April 12, 1992 .....	7, 10, 11, 14, 15, 17-23 .....	1 .....	August 23, 1991.
	8, 8B, 9, 12, 16 .....	2 .....	March 3, 1992.
A320-24-1045, Revision 3, June 10, 1993 ....	1, 2, 4-8, 8A, 8B, 23 .....	1 .....	August 23, 1991.
	3, 9, 14-16, 10-13, 17-22 .....	Original .....	February 1, 1993.
	1-3, 6, 8A, 9 11, 21, 22 .....	3 .....	June 10, 1993.
	4, 5, 7, 8, 8B, 23 .....	2 .....	April 12, 1992.
	10, 12-14, 17-20 .....	Original .....	February 1, 1991.
	15, 16 .....	1 .....	August 23, 1991.

The incorporation by reference of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992; and Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992; 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 December 3, 1992 (57 FR 48957, October 29, 1992). The incorporation by reference of Airbus Service Bulletin A320-24-1044, Revision 3, dated March 12, 1993; and Airbus Service Bulletin A320-24-1045, Revision 3, dated June 10, 1993; 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.

(k) This amendment becomes effective on January 23, 1997.

Issued in Renton, Washington, on December 2, 1996.  
Darrell M. Pederson,  
*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 96-31113 Filed 12-18-96; 8:45 am]  
BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-47-AD; Amendment 39-9847; AD 96-25-05]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320-111, -211, -212, and -231 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model

A320-111, -211, -212, and -231 series airplanes, that requires repetitive inspections to detect cracks of the rear bracket attached to the outboard rib of the shroud boxes and the surfaces of the lugs adjacent to the bushes, and replacement, if necessary. This amendment also requires replacement of the outboard aft brackets of the shroud boxes with modified brackets that have floating boxes, which terminates the repetitive inspections. This amendment is prompted by a report that the lug of the rear outboard bracket failed due to fatigue. The actions specified by this AD are intended to prevent fatigue-related cracking in the subject lug, and the consequent failure of this lug; this condition could result in the loss of the shroud box and, consequently, lead to reduced controllability of the airplane.

DATES: Effective January 27, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 27, 1997.

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: 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: 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 A320-111, -211, -212, and -231 series airplanes was published in the Federal Register on August 26, 1996 (61 FR 43687). That action proposed to require repetitive visual inspections to detect cracks of the rear bracket attached to the outboard rib of the shroud boxes and the surfaces of the lugs adjacent to the bushes, and replacement, if necessary. That action also proposed to require replacement of the outboard aft brackets of the shroud boxes with modified brackets with floating boxes, which constitutes 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 single comment received.

The commenter supports the proposed rule.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 70 Airbus Model A320-111, -211, -212, and -231 series airplanes of U.S. registry will be affected by this AD.

It will take approximately 1 work hour per airplane to accomplish the required inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be \$4,200, or \$60 per airplane, per inspection cycle.

It will take approximately 35 work hours per airplane to accomplish the required modification, at an average