

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:

97-10-03 British Aerospace Airbus Limited (Formerly British Aerospace Commercial Aircraft Limited, British Aerospace Aircraft Group): Amendment 39-10015. Docket 96-NM-188-AD.

Applicability: All Model BAC 1-11 200 and 400 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 (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 detect and correct cracking of the engine mounting lugs, which could result in reduced structural capability of the engine mount; accomplish the following:

(a) Perform an ultrasonic inspection to detect cracking of the lugs of the lower forward, lower rear, upper forward, and upper rear of the engine mounting beams in accordance with British Aerospace Alert Service Bulletin 53-A-PM6032, Issue No. 1, dated April 7, 1995, and at the earliest of the times specified in paragraph (a)(1), (a)(2), or (a)(3) of this AD.

(1) Within 850 landings after the effective date of this AD. Or

(2) Within 1,700 flight hours after the effective date of this AD. Or

(3) Within 2 years after the effective date of this AD.

(b) If no cracking is detected, repeat the inspection thereafter at intervals not to

exceed 1,700 flight hours or 850 landings, whichever occurs first.

(c) If any cracking is detected, prior to further flight, replace the engine mounting beam in accordance with British Aerospace Alert Service Bulletin 53-A-PM6032, Issue No. 1, dated April 7, 1995.

(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, 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.

(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 and replacement shall be done in accordance with British Aerospace Alert Service Bulletin 53-A-PM6032, Issue No. 1, dated April 7, 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 British Aerospace, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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.

(g) This amendment becomes effective on June 10, 1997.

Issued in Renton, Washington, on April 28, 1997.

Neil D. Schalekamp,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-11522 Filed 5-5-97; 8:45 am]

BILLING CODE 4910-13-U

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

[Docket No. 96-NM-60-AD; Amendment 39-10013; AD 97-10-01]

RIN 2120-AA64

Airworthiness Directives; Airbus Industrie Model A310 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD),

applicable to certain Airbus Model A310 series airplanes, that requires repetitive inspections to detect discrepancies or damage of the steady bearing assemblies of the flap transmission system, and replacement of any discrepant or damaged assembly with a new, like assembly. This amendment also requires eventual replacement of all the steady bearing assemblies with new, improved assemblies, which terminates the repetitive inspection requirements. This amendment is prompted by reports of cracking of the hardened steel inner race, and broken or missing inner races of the steady bearing assemblies. The actions specified by this AD are intended to prevent such discrepancies and damage of the shafts of the steady bearing assemblies, which could cause the shafts to fail; failure of the steady bearing shafts during a subsequent asymmetric stop could result in an uncommanded asymmetric retraction of the flap, and subsequent reduced controllability of the airplane.

DATES: Effective June 10, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 10, 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: Tom Groves, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-1503; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: 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 A310 series airplanes was published in the **Federal Register** on January 14, 1997 (62 FR 1859). That action proposed to require repetitive visual inspections to detect any discrepancy or damage to the steady bearing assemblies of the flap transmission system, and replacement of any damaged or discrepant assembly with a new, like assembly. That action also proposed to require eventual

replacement of all steady bearing assemblies with the new, improved assemblies, which terminates the repetitive inspection requirement.

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 26 Airbus Model A310 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 15 work hours per airplane to accomplish the required inspections, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the inspections required by this AD on U.S. operators is estimated to be \$23,400, or \$900 per airplane, per inspection cycle.

It will take approximately 8 work hours per airplane to accomplish the required replacement, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$16,872 per airplane. Based on these figures, the cost impact of the required replacement on U.S. operators is estimated to be \$451,152, or \$17,352 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 adding the following new airworthiness directive:

97-10-01 Airbus Industrie: Amendment 39-10013. Docket 96-NM-60-AD.

Applicability: Model A310 series airplanes, on which Airbus Modification 10962 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 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 (c) 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 failure of the flap transmission shaft due to damaged steady bearing assemblies, which could cause an uncommanded asymmetric retraction of the flap, and result in reduced controllability of the airplane, accomplish the following:

(a) Prior to the accumulation of 2,000 total landings or within 500 flight hours after the effective date of this AD, whichever occurs later: Perform a visual inspection to detect damage or any discrepancy of the steady bearing assemblies of the flap transmission

system, in accordance with Airbus Service Bulletin A310-27-2067, Revision 1, dated January 5, 1995.

(1) If no damage or discrepancy is detected: Repeat the inspection thereafter at intervals not to exceed 2,000 landings, until the requirements of paragraph (b) of this AD are accomplished.

(2) If any damage or discrepancy is detected and the groove depth of the shaft is less than 1 mm (.04 inch): Prior to the accumulation of 50 landings after detection of this discrepancy, replace the steady bearing assembly with a new, like assembly in accordance with Airbus Service Bulletin A310-27-2067, Revision 1, dated January 5, 1995.

(3) If any damage or discrepancy is detected and the groove depth on the shaft is 1 mm or more: Prior to further flight, replace the steady bearing assembly with a new, like assembly, in accordance with Airbus Service Bulletin A310-27-2067, Revision 1, dated January 5, 1995.

(b) Within 5 years after the effective date of this AD, replace all steady bearing assemblies of the flap transmission system with new, improved assemblies, in accordance with Airbus A310-27-2074, dated November 18, 1994. Accomplishment of the replacement constitutes terminating action for the requirements of this AD.

Note 2: Airbus Service Bulletin A310-27-2074 references Lucas Liebherr Service Bulletin 551A-27-M551-03 as an additional source of service information for replacement of the steady bearing assemblies with the new, improved assemblies.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 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.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspection and certain replacements shall be done in accordance with Airbus Service Bulletin A310-27-2067, Revision 1, dated January 5, 1995. Certain other replacements shall be done in accordance with Airbus Service Bulletin A310-27-2074, dated November 18, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the

Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on June 10, 1997.

Issued in Renton, Washington, on April 28, 1997.

Neil D. Schalekamp,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-11525 Filed 5-5-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-67-AD; Amendment 39-10014; AD 97-10-02]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 777 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to all Boeing Model 777 series airplanes. This action requires repetitive corrosion/resistance inspections to measure the resistance of each wire bundle of the flight control system; and repair of the receptacle bond, repair of the bundle connector backshells, or replacement of the wire bundles with new components, if necessary. This amendment is prompted by reports of corroded connectors and numerous other discrepancies of the wire bundles, such as loose backshells and loose shield retention bands, due to the presence of moisture inside the wire bundles. The actions specified in this AD are intended to detect and correct such corrosion, which could reduce system protection against lightning strikes or high intensity radiated field (HIRF) events, and consequently could adversely affect wire bundles used for the flight control system. This situation could result in loss of function of certain flight control surface actuators in the event of a lightning strike.

DATES: Effective May 21, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 21, 1997.

Comments for inclusion in the Rules Docket must be received on or before July 7, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-67-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Chris Hartonas, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2864; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: The FAA has received reports of corrosion between the backshell and bundle shield, loose shield retention bands, and loose backshells of the wire bundles of the flight control system on Boeing Model 777 series airplanes. Investigation revealed wire bundles with higher than specified resistance (which is an indicator of corrosion) between the receptacles and mounting brackets and between the brackets and structure. The cause of such corrosion has been attributed to the existing design of the wire bundles, which allows moisture to collect inside the wire bundle connectors. Corrosion in the subject area, if not detected and corrected in a timely manner, could reduce system protection against lightning strikes or high intensity radiated field (HIRF) events, which could adversely affect wire bundles used for the flight control system, and consequently result in loss of function of certain flight control surface actuators in the event of a lightning strike.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 777-27A0019, dated April 3, 1997, which describes procedures for repetitive corrosion/resistance inspections to measure the resistance of each wire bundle of the flight control system; and, if any discrepancy is found, repair of the receptacle bond, repair of the bundle connector backshells, or replacement of the wire bundles with new components, if necessary. Accomplishment of the inspection will ensure that the wiring

maintains shield continuity, which reduces system sensitivity to an lightning strike or a HIRF event.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other Boeing Model 777 series airplanes of the same type design, this AD is being issued to detect and correct corrosion in the wire bundles of the flight control system, which could reduce the system protection against lightning strikes or HIRF events, which could adversely affect wire bundles used for the flight control system, and consequently result in loss of function of certain flight control surface actuators in the event of a lightning strike. This AD requires repetitive corrosion/resistance inspections to measure the resistance of each wire bundle of the flight control system; and, if any discrepancy is found, repair of the receptacle bond, repair of the bundle connector backshells, or replacement of wire bundles with new components, if necessary. These actions are required to be accomplished in accordance with the alert service bulletin described previously.

In addition, this AD provides for an optional terminating action that involves replacing existing wire bundle connectors with new overmolded connectors. The FAA has determined that this action will preclude the collection of moisture inside the wire bundles and consequent corrosion of the components. This option is to be accomplished in accordance with a method approved by the FAA, and constitutes terminating action for the repetitive inspection requirements of this AD.

The compliance times for accomplishing the inspections are dependent upon the time elapsed since the first production test flight of the airplane. Airplanes that have reached or exceeded 12 months from the time of the first production test flight of the airplane are to be inspected within 60 days after the effective date of the AD. For airplanes that have not yet reached or exceeded 12 months since the time of the first production test flight, the initial inspection is not required until the airplane reaches that threshold. The FAA notes that the required compliance time of within 12 months after the first production flight test is usually sufficient to allow for a brief comment period before adoption of a final rule. However, in this AD, the compliance time of 12 months was selected based on the following factors. The FAA considered not only the degree of