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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–165–AD; Amendment 39–10050; AD 97–13–04]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A300–B2 and –B4 Series Airplanes, Excluding Model A300–600 Series Airplanes, Equipped With General Electric CF6–50 Series Engines or Pratt & Whitney JT9D–59A Engines

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 an inspection to detect discrepancies of a certain thrust reverser control lever spring; an operational test to verify the integrity of the flight inhibition circuit of the thrust reverser system; and either the correction of discrepancies or deactivation of the associated thrust reverser. That AD also provides for an optional terminating action. That AD was prompted by a report that, due to broken and deformed thrust reverser control lever springs, an uncommanded movement of the thrust reverser lever to the unlock position and a “reverser unlock” amber warning occurred on one airplane. The actions specified by that AD are intended to detect such broken or deformed control lever springs before they lead to uncommanded deployment of a thrust reverser and consequent reduced controllability of the airplane. This amendment requires installation of the previously optional terminating action in accordance with the latest service information.

DATES: Effective July 30, 1997.

The incorporation by reference of Airbus All Operators Telex (AOT) 78–03, Revision 1, dated July 20, 1994, as listed in the regulations, was approved previously by the Director of the Federal Register as of March 22, 1996 (61 FR 6503, February 21, 1996).

The incorporation by reference of Airbus Service Bulletin A300–78–0015, Revision 2, dated May 24, 1996, as revised by Change Notice 2.A., dated May 24, 1996, as listed in the regulations, is approved by the Director of the Federal Register as of July 30, 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 (425) 227–2589; fax (425) 227–1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 96–04–05, amendment 39–9517 (61 FR 6503, February 21, 1996), which is applicable to certain Airbus Model A300–B2 and –B4 series airplanes, was published in the **Federal Register** on March 26, 1997 (62 FR 14365). That action proposed to supersede AD 96–04–05 to continue to require an inspection to detect discrepancies of a certain thrust reverser control lever spring; an operational test to verify the integrity of the flight inhibition circuit of the thrust reverser system; and either the correction of discrepancies or deactivation of the associated thrust reverser. That action also proposed to require replacement of the left and right control levers of the thrust reverser with new control levers equipped with new springs; this replacement would constitute terminating action for the inspection and operational test requirements.

Explanation of Changes Made to the Proposal

The FAA has revised the applicability of the proposed AD to reference exactly which Model A300–B2 and –B4 series airplane are subject to the requirements of the proposed AD. The finds that, as the applicability of the proposed AD is currently worded, operators could misinterpret it. As a result of this change, the FAA finds that Note 2 of the proposed AD is no longer necessary. The FAA has revised the final rule accordingly.

Consideration of Comments Received

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

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 these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

There are approximately 21 Airbus Model A300–B2 and –B4 series airplanes of U.S. registry that will be affected by this AD.

The actions that are currently required by AD 96–04–05 take approximately 6 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts cost approximately \$55 per airplane. Based on these figures, the cost impact of the previously required actions on U.S. operators is estimated to be \$8,715, or \$415 per airplane.

The new actions that are required by this new AD will take approximately 5 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$1,945 per airplane. Based on these figures, the cost impact of the new requirements of this AD on U.S. operators is estimated to be \$47,145, or \$2,245 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 39-9517 (61 FR 6503, February 21, 1996), and by adding a new airworthiness directive (AD), amendment 39-10050, to read as follows:

97-13-04 Airbus Industrie: Amendment 39-10050. Docket 96-NM-165-AD. Supersedes AD 96-04-05, Amendment 39-9517.

Applicability: Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 series airplanes, equipped with General Electric CF6-50 series engines or Pratt &

Whitney JT9D-59A engine; 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 detect broken or deformed thrust reverser control lever springs before they lead to uncommanded deployment of a thrust reverser and consequent reduced controllability of the airplane, accomplish the following:

Restatement of Requirements of AD 96-04-05, Amendment 39-9517

(a) Within 500 flight hours after March 22, 1996 (the effective date AD 96-04-05, amendment 39-9517), perform a mechanical integrity inspection to detect discrepancies of the thrust reverser control lever spring having part number (P/N) A2791294520000, and an operational test to verify the integrity of the flight inhibition circuit of the thrust reverser system, in accordance with Airbus All Operators Telex (AOT) 78-03, Revision 1, dated July 20, 1994.

(1) If no discrepancies are detected, no further action is required by paragraph (a) of this AD.

(2) If the control lever spring is found broken or out of tolerance, prior to further flight, replace it with a new control lever spring or deactivate the associated thrust reverser in accordance with the AOT.

(3) If the flight inhibition circuit of the thrust reverser system fails the operational test, prior to further flight, determine the origin of the malfunction, in accordance with the AOT.

(i) If the origin of the malfunction is identified, prior to further flight, repair the flight inhibition circuit in accordance with the AOT.

(ii) If the origin of the malfunction is not identified, prior to further flight, replace the relay having P/N 125GB or 124GB, and repeat the operational test, in accordance with the AOT. If the malfunction is still present, prior to further flight, inspect and repair the wiring in accordance with the AOT. If the malfunction is still present following the inspection and repair, prior to further flight, deactivate the associated thrust reverser in accordance with the AOT.

New Requirements of this AD

(b) Within 60 days after the effective date of this AD, replace the left and right control levers of the thrust reverser with new control levers equipped with new springs, in accordance with Airbus Service Bulletin

A300-78-0015, Revision 2, dated May 24, 1996, as revised by Change Notice 2.A., dated May 24, 1996. After replacement, no further action is required by this AD.

Note 2: Accomplishment of the replacement in accordance with either the original issue or Revision 1 of Airbus Service Bulletin A300-78-0015 is not considered acceptable for compliance with the applicable action specified in this AD.

(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 actions shall be done in accordance with Airbus All Operators Telex (AOT) 78-03, Revision 1, dated July 20, 1994; and Airbus Service Bulletin A300-78-0015, Revision 2, dated May 24, 1996, as revised by Change Notice 2.A., dated May 24, 1996, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
Change Notice 2.A.	May 24, 1996.
1, 3-16, 19 ...	2	May 24, 1996.
2	1	November 22, 1995.
17, 18	Original	May 17, 1995.

The incorporation by reference of Airbus AOT 78-03, Revision 1, dated July 20, 1994, 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 March 22, 1996 (61 FR 6503, February 21, 1996). The incorporation by reference of Airbus Service Bulletin A300-78-0015, Revision 2, dated May 24, 1996, as revised by Change Notice 2.A., dated May 24, 1996, is 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 July 30, 1997.

Issued in Renton, Washington, on June 13, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-16106 Filed 6-24-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-73-AD; Amendment 39-10055; AD 97-13-08]

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 Model DHC-8-100 and -300 series airplanes, that currently requires an inspection to detect discrepancies and damage of the low fuel pressure switch adapter/snubber (located on each engine fuel heater), and replacement, if necessary. That AD also requires an inspection to detect gaps or openings in each nacelle and engine-mounted firewall area, and in certain weather seals in the nacelles; and correction of discrepancies. This amendment requires certain new modifications to the nacelles that will minimize the passage of flammable fluid through the zones of the nacelle of each engine. The actions specified by this AD are intended to prevent the spread of fire through these zones in the event of an explosion during flight, and consequent structural damage to the airplane.

DATES: Effective July 30, 1997.

The incorporation by reference of de Havilland Alert Service Bulletin A8-73-14, Revision B, dated April 24, 1992, as listed in the regulations was approved previously by the Director of the Federal Register as of September 8, 1992 (57 FR 37872, August 21, 1992).

The incorporation by reference of certain other publications listed in the regulations is approved by the Director of the Federal Register as of July 30, 1997.

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, Washington; or at the FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Richard Fiesel, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7504; fax (516) 568-2716.

SUPPLEMENTARY INFORMATION:

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 92-13-11, amendment 39-8281 (57 FR 37872, August 21, 1992), which is applicable to all de Havilland Model DHC-8-100 and -300 series airplanes, was published in the **Federal Register** on March 18, 1997 (62 FR 12768). That action proposed to continue to require the actions currently required by AD 92-13-11, and to add a requirement that the following actions be performed on each engine nacelle:

- Installation of new angle-gasket assemblies on the firewalls of the lower cowlings, and application of sealant to gaps and openings in these areas;
- Inspection of the upper access panels of each nacelle for the presence and condition of weather sealing, and application or reapplication of sealant, if necessary;
- Inspection of the firewall areas for gaps and openings at lap joints, between bolts, and at carry-through fittings and grommets; and the application of sealant, if necessary;
- Modification of the nacelle by replacing Camloc receptacles made of silicon bronze with receptacles of stainless steel;
- Application of additional sealant to the firewall areas after the Camloc receptacles have been replaced; and
- Replacement of the seals on the cowlings doors with improved seals.

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.

Support for the Proposal

The commenter supports the proposed rule. In addition, the commenter urges the FAA to mandate a

rapid timeline for the rework of the compartment seals, and suggests that the FAA consider whether the optional terminating action for the low fuel pressure switch adapter/snubber should be required. The commenter suggests that the FAA should consider a warning system for identifying that a failure of the system and a potential hazard exists in the event the terminating action remains optional.

The FAA finds that the proposed compliance times specified in this AD were determined to be appropriate in light of the safety implications addressed by this AD. However, the FAA will consider the commenter's suggestions and, if warranted, may consider additional rulemaking to address these suggestions. No changes have been made to this final rule in response to the commenter's requests.

Correction to the Proposal

The FAA has become aware of a typographical error that appeared in paragraph (f) of the proposal. The modification number specified in that paragraph appeared incorrectly as "Modification No. 8/1996." Paragraph (f) of this final rule has been revised to correctly specify that modification number as "Modification No. 8/1966."

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule with the change 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

There are approximately 100 de Havilland Model DHC-8-100 and -300 series airplanes of U.S. registry that will be affected by this AD.

Each inspection of the low fuel pressure switch adapter/snubber that is currently required by AD 92-13-11 takes approximately 4 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this currently required inspection on U.S. operators is estimated to be \$24,000, or \$240 per airplane, per inspection.

The inspection for gaps or openings in each nacelle, engine-mounted firewall area, and certain nacelle weather seals that is currently required by AD 92-13-11 takes approximately 12 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this currently required inspection on