

(ii) Within one year after September 26, 1986.

(2) If no crack is detected, repeat the inspection thereafter at intervals not to exceed 3,000 landings.

(3) If any crack is detected, within the next 1,000 landings following crack detection, install Airbus Modification 1307 in accordance with Airbus Service Bulletin A300-57-026, Revision 3, dated October 21, 1982.

(4) Installation of Airbus Modification 1307 (reference Airbus Service Bulletin A300-57-026, Revision 3, dated October 21, 1982) constitutes terminating action for the repetitive inspection requirements of paragraph (h)(2) of this AD.

(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) 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.

Issued in Renton, Washington, on April 23, 1996.

S.R. Miller,

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

[FR Doc. 96-10508 Filed 4-26-96; 8:45 am]

BILLING CODE 4910-13-P

## 14 CFR Part 39

[Docket No. 95-NM-267-AD]

RIN 2120-AA64

### Airworthiness Directives; Airbus Model A320-200 Series Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Airbus Model A320-200 series airplanes. This proposal would require modification of the shock absorber sub-assembly of the main landing gear (MLG). This proposal is prompted by reports of internal damage to the shock absorber sub-assembly due to loose screws in the upper bearing dowels. The actions specified by the proposed AD

are intended to prevent such damage, which could result in the overextension of the shock absorber and failure of the torque link. This situation may lead to the inability of the MLG to retract and subsequent collapse of the MLG.

**DATES:** Comments must be received by June 10, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-267-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; or Dowty Aerospace, Customer Support Center, P.O. Box 49, Sterling, Virginia 20166.

This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

**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:

##### Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments

submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-267-AD." The postcard will be date stamped and returned to the commenter.

#### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-267-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

#### Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Airbus Model A320-200 series airplanes. The DGAC advises that it has received reports of internal damage to the shock absorber sub-assembly of the main landing gear (MLG). Investigation revealed that, due to an improper fit, the screws in the upper bearing dowels of the shock absorber sub-assembly can become loose and come out of position.

A loose screw in the upper bearing dowels can come out and cause internal damage to the shock absorber tube assembly. If this were to occur, the shock absorber sub-assembly may overextend and the torque link may fail, which could result in the inability of the MLG to retract and the subsequent collapse of the MLG.

#### Explanation of Relevant Service Information

Airbus has issued Service Bulletin A320-32-1144, dated December 8, 1994, which describes procedures for modification of the shock absorber sub-assembly of the MLG. The modification involves installing new dowels and a retaining ring to the shock absorber assembly. The modification will reduce the possibility of internal damage to the sub-assembly. (The Airbus service bulletin references Dowty Service Bulletin 200-32-215, dated July 7, 1994, and Dowty Service Bulletin 200-32-216, Revision 1, dated August 4, 1994, as additional sources of service information for accomplishment of these procedures.) The DGAC classified this service bulletin as mandatory and issued French airworthiness directive (CN) 95-016-063 (B), dated January 18, 1995, in order to assure the continued airworthiness of these airplanes in France.

## FAA's Conclusions

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

## Explanation of the Requirements of the Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, the proposed AD would require modification of the shock absorber sub-assembly of the MLG. The actions would be required to be accomplished in accordance with the service bulletin described previously.

## Cost Impact

The FAA estimates that 115 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 24 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would be provided by the manufacturer at no cost to the operator. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$165,600, or \$1,440 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed 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 proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not

a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

## List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

## The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 USC 106(g), 40113, 44701.

### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Airbus Industrie: Docket 95-NM-267-AD.

*Applicability:* Model A320-200 series airplanes on which Airbus Modification 24594 (reference Airbus Service Bulletin A320-32-1144) 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 (b) 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 damage to the internal area of the shock absorber sub-assembly, which could cause an overextension of the shock absorber and failure of the torque link, accomplish the following:

(a) Prior to the accumulation of 6,000 total landings since the shock absorber of the main landing gear (MLG) was removed, built, or overhauled; or within 6 months after the

effective date of this AD; whichever occurs later: Modify the shock absorber assembly of the MLG, in accordance with Airbus Service Bulletin A320-32-1144, dated December 8, 1994.

Note 2: Airbus Service Bulletin A320-32-1144 references Dowty Aerospace Service Bulletin 200-32-215, dated July 7, 1994, and Dowty Aerospace Service Bulletin 200-32-216, Revision 1, dated November 18, 1994, as additional sources of service information for modification of the shock absorber.

(b) 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.

(c) 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.

Issued in Renton, Washington, on April 23, 1996.

S.R. Miller,

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

[FR Doc. 96-10507 Filed 4-26-96; 8:45 am]

BILLING CODE 4910-13-P

## 14 CFR Part 39

[Docket No. 95-NM-218-AD]

RIN 2120-AA64

## Airworthiness Directives; Boeing Model 747-400 Series Airplanes Equipped With BFGoodrich Evacuation Slide/Rafts

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Boeing Model 747-400 series airplanes. This proposal would require modification of door 5 evacuation slide/rafts. This proposal is prompted by reports that the door 5 evacuation slide/raft failed to deploy properly due to adverse loads caused by the geometry of this evacuation slide/raft. The actions specified by the proposed AD are