

(3) The appeal shall be filed in writing within 30 days of the decision.

(4) The Corporation Ethics Committee, at its discretion and after determining that it is in the best interests of the FDIC, may stay the effect of the suspension and/or exclusion pending conclusion of its review of the matter.

(b) *Reconsideration.* (1) A suspended and/or excluded contractor may submit a request to the Ethics Counselor to reconsider the suspension and/or exclusion decision, reduce the period of exclusion or terminate the suspension and/or exclusion.

(2) Such requests shall be in writing and supported by documentation that the requested action is justified by:

(i) Reversal of the conviction or civil judgment upon which the suspension and/or exclusion was based;

(ii) Newly discovered material evidence;

(iii) Bona fide change in ownership or management;

(iv) Elimination of other causes for which the suspension and/or exclusion was imposed; or

(v) Other reasons the FDIC Ethics Counselor deems appropriate.

(3) A request for reconsideration based on the reversal of the conviction or civil judgment may be filed at any time.

(4) Requests for reconsideration based on other grounds may only be filed during the period commencing 60 days after the Ethics Counselor's decision imposing the suspension and/or exclusion. Only one such request may be filed in any twelve month period.

(5) The Ethics Counselor's decision on a request for reconsideration is subject to the review procedure set forth in paragraph (a) of this section.

By order of the Board of Directors.

Dated at Washington, D.C., this 17th day of June 1996.

Federal Deposit Insurance Corporation.

Robert E. Feldman,

*Deputy Executive Secretary.*

[FR Doc. 96-16510 Filed 7-3-96; 8:45 am]

BILLING CODE 6714-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 94-NM-102-AD; Amendment 39-9679; AD 96-13-11]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A300 B2 and B4 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to all Airbus Model A300 B2, B4-100, and B4-200 series airplanes, that currently requires supplemental structural inspections to detect fatigue cracking, and repair of cracked structure. This amendment requires revising the supplemental structural inspection (SSID) program by changing some of the inspection techniques, changing some of the thresholds and intervals for inspections, expanding the area to be inspected for some of the inspections, and revising the Fleet Leader Program. This amendment is prompted by a review of recent service history and reports received from the current SSID program required by the existing AD. The actions specified by this AD are intended to prevent reduced structural integrity of these airplanes due to fatigue cracking.

**DATES:** Effective August 9, 1996.

The incorporation by reference of Airbus Industrie A300 Supplemental Structural Inspection Document (SSID), Revision 2, dated June 1994, as listed in the regulations is approved by the Director of the Federal Register as of August 9, 1996.

The incorporation by reference of Airbus Industrie A300 Supplemental Structural Inspection Document (SSID), dated September 1989, as listed in the regulations, was approved previously by the Director of the Federal Register as of March 9, 1993 (58 FR 6703, February 2, 1993).

**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) by superseding AD 93-01-24, amendment 39-8478 (58 FR 6703, February 2, 1993), which is applicable to all Airbus Model A300 B2, B4-100, and B4-200 series airplanes, was published in the Federal Register on January 31, 1996 (61 FR 3343). The action proposed to continue to require supplemental structural inspections to detect fatigue cracking, and repair of cracked structure. The action also proposed to require revising the supplemental structural inspection program, including changing some of the inspection techniques, changing some of the thresholds and intervals for certain inspections, expanding the area to be inspected for some of the inspections, and revising the Fleet Leader Program.

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.

#### Support for the Proposal

Both commenters support 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 approximately 26 Model A300 series airplanes of U.S. registry will be affected by this AD.

The actions that are currently required by AD 93-01-24 take approximately 564 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact on U.S. operators of the actions required by AD 93-01-24 is estimated to be \$879,840, or \$33,840 per airplane.

Implementation of the inspections, repairs, and replacements specified in Revision 2 of the SSID into an operator's maintenance program is estimated to require approximately 597 work hours (including removal, inspection, and installation work hours) per airplane per year, at an average labor rate of \$60 per

work hour. Based on these figures, the cost impact on U.S. operators of the proposed requirements of this AD is estimated to be \$931,320, or \$35,820 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 39-8478 (58 FR 6703, February 2, 1993), and by adding

a new airworthiness directive (AD), amendment 39-9679, to read as follows:

96-13-11 Airbus Industries: Amendment 39-9679. Docket 94-NM-102-AD. Supersedes AD 93-01-24, Amendment 39-8478.

**Applicability:** All Model A300 B2-1A, B2-1C, B2K-3C, and B2-203 series airplanes, and Model A300 B4-2C, B4-103, and B4-203 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 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 (m) 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 reduced structural integrity of these airplanes due to fatigue cracking, accomplish the following:

(a) Within one year after March 9, 1993 (the effective date of AD 93-01-24, amendment 39-8478), incorporate a revision into the FAA-approved maintenance inspection program that provides for supplemental maintenance inspections, modifications, repair, or replacement of the significant structural details (SSD) and significant structural items (SSI) specified in "Airbus Industrie A300 Supplemental Structural Inspection Document" (SSID), dated September 1989 (hereafter referred to as "the SSD").

(b) Within one year after the effective date of this AD, replace the revision of the FAA-approved maintenance program required by paragraph (a) of this AD with the inspections, inspection intervals, repairs, and replacements defined in "Airbus Industrie A300 Supplemental Structural Inspection Document" (SSID), Revision 2, dated June 1994 (hereafter referred to as "Revision 2 of the SSD"). Accomplish the actions specified in the service bulletins identified in Section 6, "SB Reference List," Revision 2 of the SSID, at the times specified in those service bulletins. The actions are to be accomplished in accordance with those service bulletins.

(1) For airplanes that have exceeded the threshold specified in any of the service bulletins identified in Section 6, "SB Reference List," Revision 2 of the SSID: Accomplish the actions specified in those service bulletins within the grace period specified in that service bulletin. The grace period is to be measured from the effective date of this AD.

(2) For airplanes that have exceeded the threshold specified in any of the service bulletins identified in Section 6, "SB Reference List," Revision 2 of the SSID, and a grace period is not specified in that service bulletin: Accomplish the actions specified in

that service bulletins within 1,500 flight cycles after the effective date of this AD.

(c) If any cracked structure is detected during the inspections required by either paragraph (a) or (b) of this AD, prior to further flight, permanently repair the cracked structure in accordance with either paragraph (c)(1), (c)(2), or (c)(3) of this AD.

**Note 2:** A permanent repair is defined as a repair that meets the certification basis of the airplane, and does not require additional modification at a later date.

(1) The service bulletins listed in Section 6, "SB Reference List," of the SSID [for airplanes that are currently being inspected in accordance with paragraph (a) of this AD]; or in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, if a permanent repair is not specified in any of these service bulletins. Or

(2) The service bulletins listed in Section 6, "SB Reference List," of Revision 2 of the SSID [for airplanes that are currently being inspected in accordance with paragraph (b) of this AD]; or in accordance with a method approved by the Manager, Standardization Branch, ANM-113, if a permanent repair is not specified in any of these service bulletins. Or

(3) Other permanent repair data meeting the certification basis of the airplane which is approved by the Manager, Standardization Branch, ANM-113, or by the Direction Generale de l'Aviation Civile (DGAC) of France.

(d) For airplanes identified as Fleet Leader Program (FLP) in Section 5, "Fleet Leader Program," of the SSID or Revision 2 of the SSID: Inspect according to the instructions and intervals specified in paragraph 4.4, "Adjustment of Inspection Requirements and DSG," of Section 4, or Section 9, as applicable, of the SSID [for airplanes inspected in accordance with paragraph (a) of this AD], or Revision 2 of the SSID [for airplanes inspected in accordance with paragraph (b) of this AD], for each SSD.

(e) For the purpose of accomplishing paragraphs (d), (f), (g), and (i) of this AD, operators shall not use paragraph 6.2, "Complete RR Method," of Section 9 of the SSID to calculate inspection thresholds and intervals.

(f) For Model A300-B2 and B2K-3C series airplanes: For any SSD that has exceeded the values of the threshold specified in paragraph 6, "Inspection Threshold and Intervals," Section 9 of the SSID, inspect at the time specified in either paragraph (f)(1) or (f)(2) of this AD, as applicable.

(1) For airplanes inspected in accordance with paragraph (a) of this AD: Inspect within 2,000 landings after March 9, 1993, in accordance with the SSID. Or

(2) For airplanes inspected in accordance with paragraph (b) of this AD: Inspect within 2,000 landings after the effective date of this AD, in accordance with Revision 2 of the SSID.

(g) For Model A300-B4 series airplanes: For any SSD that has exceeded the values of the threshold specified in paragraph 6, "Inspection Threshold and Intervals," Section 9 of the SSID, inspect at the time specified in either paragraph (g)(1) or (g)(2) of this AD, as applicable.

(1) For airplanes inspected in accordance with paragraph (a) of this AD: Inspect within 1,500 landings after March 9, 1993 [the effective date of AD 93-01-24, amendment 39-8478]. Or

(2) For airplanes inspected in accordance with paragraph (b) of this AD: Inspect within 1,500 landings after the effective date of this AD.

(h) For airplanes identified as FLP in Section 5, "Fleet Leader Program," of the SSID or Revision 2 of the SSID: Within one year after the effective date of this AD, apply the basic requirements given in Revision 2 of the SSID.

(i) For airplanes that are subject to the requirements of paragraph (b) of this AD, and have exceeded the initial inspection threshold specified in paragraph 4.4, "Adjustment of Inspection Requirements and DSG," of Section 4, or paragraph 6, "Inspection Threshold and Intervals," of Section 9, for each SSD: Perform the initial inspection prior to the accumulation of the number of flight cycles specified in paragraph 7, "Additional Information," Section 9, of Revision 2 of the SSID.

Note 3: Fatigue ratings are not applicable to these allowances; therefore, no adjustment is required.

Note 4: Paragraph (i) of this AD provides the "grace" periods for those airplanes that are new to the FLP or that have newly added or revised SSID requirements in accordance with paragraph (b) of this AD.

(j) The grace period provided by paragraph (i) of this AD is also applicable to the thresholds and/or repeat intervals for each SSD for which the inspection interval or threshold was reduced in accordance with the requirements of paragraph (b) of this AD.

(k) For FLP airplanes identified in Section 5, "Fleet Leader Program," of the SSID or Revision 2 of the SSID that are listed in Section 7, "SSI Limitation List," of the SSID [for airplanes that are currently being inspected in accordance with paragraph (a) of this AD], or Revision 2 of the SSID [for airplanes that are currently being inspected in accordance with paragraph (b) of this AD]: Inspect at intervals not to exceed the interval specified for each SSI, in accordance with the values given in Section 7, "SSI Limitation List," of the SSID or Revision 2 of the SSID, as applicable.

(l) For all airplanes: All inspection results, positive or negative, must be reported to Airbus Industrie in accordance with either paragraph (l)(1) or (l)(2) of this AD, as applicable. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(1) For FLP airplanes, identified in Section 5, "Fleet Leader Program," of the SSID or Revision 2 of the SSID: Submit reports in accordance with the instructions in paragraph 5.2, "SSIP Inspection Reporting," of Section 5, and paragraph 7.1, "General," of Section 7 of the SSID [for airplanes that are currently being inspected in accordance with paragraph (a) of this AD]; or Revision 2 of the SSID [for airplanes inspected in accordance with paragraph (b) of this AD].

(2) For all airplanes that are subject to Section 6, "SB Reference List," of the SSID: Submit reports in accordance with the instructions in the applicable service bulletins identified in Section 6 of the SSID [for airplanes that are currently being inspected in accordance with paragraph (a) of this AD]; or Revision 2 of the SSID [for airplanes that are currently being inspected in accordance with paragraph (b) of this AD].

(m) 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 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

Note 6: Alternative methods of compliance previously granted for AD 93-01-24, amendment 39-8478, continue to be considered as acceptable alternative methods of compliance with this amendment.

(n) 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.

(o) The actions shall be done in accordance with Airbus Industrie Supplemental Structural Inspection Document (SSID), dated September 1989; or Airbus Industrie A300 SSID, Revision 2, dated June 1994, as applicable. Airbus Industrie A300 SSID, Revision 2, dated June 1994, contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
Record of revision	2	Jun 94
Section 0:		
O-LEP 1	2	Jun 94.
O-TOC 1	2	Jun 94.
Section 1:		
1-LEP 1	2	Jun 94.
1-TOC 1	1	Mar 93.
1	1	Mar 93.
2, 3	2	Jun 94.
Section 2:		
2-LEP 1	2	Jun 94.
2-TOC 1	1	Mar 93.
1, 2	1	Mar 93.
3	2	Jun 94.
Section 3:		
3-LEP 1	2	Jun 94.
3-TOC 1	2	Jun 94.
1, 2	2	Jun 94.
Section 4:		
4-LEP 1	1	Mar 93.
4-TOC 1	1	Mar 93.
1-3, 7-9, 11-16, 19, 24-38, 40-46.	1	Mar 93.

Page No.	Revision level shown on page	Date shown on page
4-6, 10, 17, 18, 20-23, 39.	0	Sep 89.
Section 5:		
5-LEP 1	2	Jun 94.
5-TOC 1	2	Jun 94.
1-48	2	Jun 94.
Section 6:		
6-LEP 1	2	Jun 94.
6-TOC 1	1	Mar 93.
1	1	Mar 93.
2-4	2	Jun 94.
Section 7:		
7-LEP 1	1	Mar 93.
7-TOC 1	1	Mar 93.
1-10	1	Mar 93.
Section 8:		
8-LEP 1	1	Mar 93.
8-TOC 1	1	Mar 93.
1-5	1	Mar 93.
Section 9:		
9-LEP 1-6	2	Jun 94.
9-LEP 7-9	2	Jun 94.
9-TOC 1	1	Mar 93.
1-3	1	Mar 93.
4	2	Jun 94.
526305/1-4	0	Sep 89.
526305/5	1	Mar 93.
526305/6	2	Jun 94.
536101/1	0	Sep 89.
536101/2	1	Mar 93.
536101/3	2	Jun 94.
536101/4	0	Sep 89.
536110/1, 2	0	Sep 89.
536110/3	1	Mar 93.
536110/4	2	Jun 94.
536110/5	0	Sep 89.
536202/1	0	Sep 89.
536202/2, 3	1	Mar 93.
536202/4	2	Jun 94.
536202/5-7	0	Sep 89.
536204/1, 2	0	Sep 89.
536204/3, 4	1	Mar 93.
536204/5	2	Jun 94.
536204/6, 7	0	Sep 89.
536205/1, 2	0	Sep 89.
536205/3	2	Jun 94.
536205/4	1	Mar 93.
536205/5	2	Jun 94.
536205/6, 7	0	Sep 89.
536206/1	0	Sep 89.
536206/2, 3	1	Mar 93.
536206/4	2	Jun 94.
536206/5, 6	0	Sep 89.
536207/1	0	Sep 89.
536207/2	1	Mar 93.
536207/3	2	Jun 94.
536207/4-7	0	Sep 89.
536225/1	0	Sep 89.
536225/2	1	Mar 93.
536225/3	2	Jun 94.
536225/4-6	0	Sep 89.
536301/1-3	0	Sep 89.
536301/4	1	Mar 93.
536301/5	0	Sep 89.
536301/6	1	Mar 93.
536301/7-9	2	Jun 94.
536301/10	2	Jun 94.
536311/1-3	0	Sep 89.
536311/4	1	Mar 93.
536311/5, 6	2	Jun 94.

Page No.	Revision level shown on page	Date shown on page	Page No.	Revision level shown on page	Date shown on page	Page No.	Revision level shown on page	Date shown on page
536311/7 .....	2 .....	Jun 94.	536596/1, 2 .....	0 .....	Sep 89.	576029/3 .....	1 .....	Mar 93.
536355/1-4 .....	0 .....	Sep 89.	536596/3 .....	1 .....	Mar 93.	576029/4 .....	2 .....	Jun 94.
536355/5 .....	1 .....	Mar 93.	536596/4 .....	2 .....	Jun 94.	576029/5-7 .....	0 .....	Sep 89.
536355/6 .....	2 .....	Jun 94.	536596/5 .....	0 .....	Sep 89.	576031/1 .....	0 .....	Sep 89.
536359/1 .....	0 .....	Sep 89.	536598/1, 2 .....	0 .....	Sep 89.	576031/2 .....	1 .....	Mar 93.
536359/2 .....	1 .....	Mar 93.	536598/3, 4 .....	1 .....	Mar 93.	576031/3 .....	2 .....	Jun 94.
536359/3 .....	2 .....	Jun 94.	536598/5 .....	2 .....	Jun 94.	576031/4-6 .....	0 .....	Sep 89.
536365/1 .....	0 .....	Sep 89.	536598/6-9 .....	0 .....	Sep 89.	576035/1 .....	0 .....	Sep 89.
536365/2 .....	1 .....	Mar 93.	536599/1 .....	0 .....	Sep 89.	576035/2 .....	1 .....	Mar 93.
536365/3 .....	2 .....	Jun 94.	536599/2 .....	1 .....	Mar 93.	576035/3 .....	2 .....	Jun 94.
536365/4 .....	1 .....	Mar 93.	536599/3-6 .....	2 .....	Jun 94.	576035/4-6 .....	0 .....	Sep 89.
536367/1 .....	0 .....	Sep 89.	536599/7 .....	2 .....	Jun 94.	576037/1 .....	0 .....	Sep 89.
536367/2 .....	1 .....	Mar 93.	536651/1, 2 .....	0 .....	Sep 89.	576037/2 .....	1 .....	Mar 93.
536367/3 .....	2 .....	Jun 94.	536651/3, 4 .....	1 .....	Mar 93.	576037/3-6 .....	2 .....	Jun 94.
536403/1 .....	0 .....	Sep 89.	536651/5 .....	2 .....	Jun 94.	576037/7 .....	2 .....	Jun 94.
536403/2 .....	1 .....	Mar 93.	536652/1-3 .....	0 .....	Sep 89.	576041/1-4 .....	0 .....	Sep 89.
536403/3 .....	2 .....	Jun 94.	536652/4 .....	1 .....	Mar 93.	576041/5, 6 .....	2 .....	Jun 94.
536403/4 .....	0 .....	Sep 89.	536652/5 .....	2 .....	Jun 94.	576047/1 .....	0 .....	Sep 89.
536405/1-3 .....	0 .....	Sep 89.	536652/6 .....	0 .....	Sep 89.	576047/2-6 .....	2 .....	Jun 94.
536405/4-5 .....	1 .....	Mar 93.	536704/1, 2 .....	0 .....	Sep 89.	576051/1 .....	0 .....	Sep 89.
536405/6 .....	2 .....	Jun 94.	536704/3 .....	1 .....	Mar 93.	576051/2 .....	1 .....	Mar 93.
536405/7 .....	0 .....	Sep 89.	536704/4 .....	2 .....	Jun 94.	576051/3 .....	2 .....	Jun 94.
536407/1-3 .....	0 .....	Sep 89.	536704/5 .....	0 .....	Sep 89.	576051/4-6 .....	0 .....	Sep 89.
536407/4, 5 .....	1 .....	Mar 93.	546001/1 .....	0 .....	Sep 89.	576062/1, 2 .....	1 .....	Mar 93.
536407/6 .....	2 .....	Jun 94.	546001/2, 3 .....	1 .....	Mar 93.	576062/3-5 .....	2 .....	Jun 94.
536407/7 .....	0 .....	Sep 89.	546001/4 .....	2 .....	Jun 94.	576063/1-5 .....	2 .....	Jun 94.
536415/1, 2 .....	1 .....	Mar 93.	546001/5-10 .....	1 .....	Mar 93.	576064/1-6 .....	2 .....	Jun 94.
536415/3 .....	2 .....	Jun 94.	536014/1 .....	0 .....	Sep 89.	576065/1-7 .....	2 .....	Jun 94.
536415/4 .....	0 .....	Sep 89.	536014/2, 3 .....	1 .....	Mar 93.	576067/1-3 .....	2 .....	Jun 94.
536502/1-4 .....	0 .....	Sep 89.	536014/4 .....	2 .....	Jun 94.	576068/1-3 .....	2 .....	Jun 94.
536502/5, 6 .....	1 .....	Mar 93.	536014/5-7 .....	0 .....	Sep 89.	576070/1-7 .....	2 .....	Jun 94.
536502/7-9 .....	2 .....	Jun 94.	556002/1 .....	0 .....	Sep 89.			
536502/10 .....	2 .....	Jun 94.	556002/2, 3 .....	1 .....	Mar 93.			
536503/1, 2 .....	0 .....	Sep 89.	556002/4 .....	2 .....	Jun 94.			
536503/3, 4 .....	1 .....	Mar 93.	556002/5-7 .....	1 .....	Mar 93.			
536503/5 .....	2 .....	Jun 94.	556003/1-4 .....	0 .....	Sep 89.			
536503/6-10 .....	0 .....	Sep 89.	556003/5, 6 .....	1 .....	Mar 93.			
536506/1, 2 .....	0 .....	Sep 89.	556003/7 .....	2 .....	Jun 94.			
536506/3, 4 .....	1 .....	Mar 93.	556003/8-10 .....	1 .....	Mar 93.			
536506/5 .....	2 .....	Jun 94.	556004/1, 2 .....	0 .....	Sep 89.			
536506/6-11 .....	0 .....	Sep 89.	556004/3 .....	1 .....	Mar 93.			
536509/1, 2 .....	0 .....	Sep 89.	556004/4 .....	2 .....	Jun 94.			
536509/3 .....	1 .....	Mar 93.	576004/1 .....	0 .....	Sep 89.			
536509/4 .....	2 .....	Jun 94.	576004/2 .....	1 .....	Mar 93.			
536509/5 .....	0 .....	Sep 89.	576004/3 .....	2 .....	Jun 94.			
536510/1, 2 .....	0 .....	Sep 89.	576004/4-6 .....	0 .....	Sep 89.			
536510/3 .....	1 .....	Mar 93.	576007/1 .....	0 .....	Sep 89.			
536510/4 .....	2 .....	Jun 94.	576007/2 .....	1 .....	Mar 93.			
536510/5, 6 .....	0 .....	Sep 89.	576007/3 .....	2 .....	Jun 94.			
536521/1, 2 .....	0 .....	Sep 89.	576007/4-6 .....	0 .....	Sep 89.			
536521/3, 4 .....	1 .....	Mar 93.	576009/1 .....	0 .....	Sep 89.			
536521/5 .....	2 .....	Jun 94.	576009/2 .....	1 .....	Mar 93.			
536523/1 .....	0 .....	Sep 89.	576009/3 .....	2 .....	Jun 94.			
536523/2, 3 .....	1 .....	Mar 93.	576009/4-6 .....	0 .....	Sep 89.			
536523/4 .....	2 .....	Jun 94.	576011/1 .....	0 .....	Sep 89.			
536523/5, 6 .....	0 .....	Sep 89.	576011/2 .....	1 .....	Mar 93.			
536541/1 .....	0 .....	Sep 89.	576011/3 .....	2 .....	Jun 94.			
536541/2, 3 .....	2 .....	Jun 94.	576011/4-6 .....	0 .....	Sep 89.			
536541/4 .....	2 .....	Jun 94.	576013/1-3 .....	0 .....	Sep 89.			
536546/1 .....	0 .....	Sep 89.	576013/4 .....	1 .....	Mar 93.			
536546/2 .....	1 .....	Mar 93.	576013/5-8 .....	2 .....	Jun 94.			
536546/3 .....	2 .....	Jun 94.	576013/9 .....	2 .....	Jun 94.			
536546/4-6 .....	0 .....	Sep 89.	576017/1 .....	0 .....	Sep 89.			
536547/1 .....	0 .....	Sep 89.	576017/2 .....	1 .....	Mar 93.			
536547/2 .....	1 .....	Mar 93.	576017/3 .....	2 .....	Jun 94.			
536547/3 .....	2 .....	Jun 94.	576017/4 .....	0 .....	Sep 89.			
536547/4 .....	0 .....	Sep 89.	576021/1 .....	0 .....	Sep 89.			
536548/1, 2 .....	0 .....	Sep 89.	576021/2 .....	1 .....	Mar 93.			
536548/3, 4 .....	1 .....	Mar 93.	576021/3 .....	2 .....	Jun 94.			
536548/5 .....	2 .....	Jun 94.	576021/4-6 .....	0 .....	Sep 89.			
536548/6-8 .....	1 .....	Mar 93.	576029/1, 2 .....	0 .....	Sep 89.			

This incorporation by reference of Airbus Industrie SSID, dated September 1989, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of March 9, 1993 (58 FR 6703, February 2, 1993). The incorporation by reference of Airbus Industrie SSID, Revision 2, dated June 1994, 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.

(p) This amendment becomes effective on August 9, 1996.

Issued in Renton, Washington, on June 17, 1996.

Darrell M. Pederson,  
Acting Manager, Transport Airplane  
Directorate, Aircraft Certification Service.  
[FR Doc. 96-15953 Filed 7-3-96; 8:45 am]

BILLING CODE 4910-13-U