

and 50.56 also issued under sec. 185, 68 Stat. 955 (42 U.S.C. 2235). Sections 50.33a, 50.55a and Appendix Q also issued under sec. 102, Pub. L. 91-190, 83 Stat. 853 (42 U.S.C. 4332). Sections 50.34 and 50.54 also issued under sec. 204, 88 Stat. 1245 (42 U.S.C. 5844). Sections 50.58, 50.91, and 50.92 also issued under Pub. L. 97-415, 96 Stat. 2073 (42 U.S.C. 2239). Section 50.78 also issued under sec. 122, 68 Stat. 939 (42 U.S.C. 2152). Sections 50.80-50.81 also issued under sec. 184, 68 Stat. 954, as amended (42 U.S.C. 2234). Appendix F also issued under sec. 187, 68 Stat. 955 (42 U.S.C. 2237).

2. Section 50.8(b) is revised to read as follows:

**§ 50.8 Information collection requirements: OMB approval.**

\* \* \* \* \*

(b) The approved information collection requirements contained in this part appear in §§ 50.30, 50.33, 50.33a, 50.34, 50.34a, 50.35, 50.36, 50.36a, 50.48, 50.49, 50.54, 50.55, 50.55a, 50.59, 50.60, 50.61, 50.63, 50.64, 50.65, 50.71, 50.72, 50.75, 50.76, 50.80, 50.82, 50.90, 50.91, 50.120, and Appendices A, B, E, G, H, I, J, K, M, N, O, Q, and R.

\* \* \* \* \*

3. Section 50.76 is added to read as follows:

**§ 50.76 Reporting reliability and availability information for risk-significant systems and equipment.**

(a) *Applicability.* This section applies to all holders of operating licenses for commercial nuclear power plants under 10 CFR 50.21b or 50.22 and all holders of combined operating licenses for commercial nuclear power plants under 10 CFR 52.97.

(b) *Requirements.* (1) Each licensee shall submit an annual report to the NRC that contains the following information, compiled on the basis of calendar quarters, or on a more frequent basis at the option of each licensee, for systems, trains, and ensembles of components in paragraph (b)(3) of this section:

(i) The number of demands, the number of failures to start associated with such demands, and the dates of such failures, characterized according to the identification of the train affected, the type of demand (test, inadvertent/spurious, or actual need), and the plant mode at the time of the demand (operating or shutdown);

(ii) The number of hours of operation following each successful start, characterized according to the identification of the train affected and whether or not the operation was terminated because of equipment failure, with the dates of any such failures;

(iii) The number of hours equipment is unavailable, characterized according to the identification of the train affected, the plant mode at the time equipment is unavailable (operating or shutdown), characterization of the unavailable period (planned, unplanned, or support system unavailable), and, if due to a support system being unavailable, identification of the support system;

(iv) For each period equipment is unavailable due to component failure(s), a failure record identifying the component(s) and providing the failure date, duration, mode, cause, and effect; and

(v) The number of hours when two or more trains from the same or different systems were concurrently unavailable, characterized according to the identification of the trains that were unavailable.

(2) The initial annual report described in (b)(1) above shall identify the systems, trains, and ensembles of components covered by paragraph (b)(3) below; subsequent annual reports shall either state that no changes were made subsequent to the previous annual report or describe any changes made.

(3) The requirements of paragraphs (b)(1) and (b)(2) of this section apply to those event-mitigation systems, and ensembles of components treated as single entities in certain probabilistic risk assessments where a system or train treatment would not be appropriate, which have or could have a significant effect on risk in terms of avoiding core damage accidents or preserving containment integrity.

(4) Each licensee shall maintain records and documentation of each occurrence of a demand, failure, or unavailable period that provide the basis for the data reported in paragraph (b)(1) of this section on site and available for NRC inspection for a period of 5 years after the date of the report specified in paragraph (b)(1) of this section.

(c) *Implementation.* Licensees shall begin collecting the information required by paragraph (b) of this section on January 1, 1997, and shall submit the first report required by paragraph (b)(1) of this section by January 31, 1998. Thereafter, each annual report required by paragraph (b)(1) of this section shall be submitted by January 31 of the following year.

Dated at Rockville, MD, this 2nd day of February, 1996.

For the Nuclear Regulatory Commission.  
John C. Hoyle,  
*Secretary of the Commission.*

[FR Doc. 96-2698 Filed 2-9-96; 8:45 am]

BILLING CODE 7590-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 93-NM-133-AD]

#### Airworthiness Directives; Airbus Industrie Model A300, A310, and A300-600 Series Airplanes

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

**ACTION:** Supplemental notice of proposed rulemaking; reopening of comment period.

**SUMMARY:** This document revises an earlier proposed airworthiness directive (AD), applicable to certain Airbus Model A300, A310, and A300-600 series airplanes, that would have required inspections to detect missing fasteners, cracked fitting angles, and elongated fastener holes in certain frames, and correction of discrepancies. That proposal was prompted by discrepancies found at the fitting angles on the frame at which a certain electronic rack is attached. This action revises the proposed rule by revising the inspection thresholds and repetitive intervals; providing an optional terminating action; and deleting certain airplanes from the applicability. The actions specified by this proposed AD are intended to prevent damage propagation that could lead to failure of the rack-to-structure attachment points, and subsequently could result in loss of airplane systems, structural damage, and possible electrical arcing.

**DATES:** Comments must be received by March 4, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 93-NM-133-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. 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 93-NM-133-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. 93-NM-133-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

##### Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to all Airbus Model A300, A310, and A300-600 series airplanes, was published as a notice of proposed rulemaking (NPRM) in the Federal Register on September 13, 1993 (58 FR 47837). That NPRM would have required repetitive inspections to detect missing fasteners, cracked fitting angles, and elongated fastener holes in certain frames; and the correction of any discrepancies identified. The initial inspection would have been required to be performed prior to the accumulation of 8,000 total flight cycles; repetitive inspections

would have been required every 850 flight cycles thereafter.

That NPRM was prompted by various discrepancies that were found on three airplanes at the fitting angles on frame 16 at the lower attachments of electric rack 101VU. These discrepancies included missing fasteners, elongated fastener holes, and cracks. Discrepancies such as those found in the subject area, if not detected and corrected in a timely manner, could lead to failure of the attachment points to secure the electric rack to the adjacent structure. This condition could result in loss of airplane systems, structural damage, and possible electrical arcing.

Since the issuance of that NPRM, the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, and Airbus Industrie have notified the FAA that additional analysis has been conducted relative to the identified problem. The results of this analysis, together with in-service data that were gathered in the interim, indicate that the initial inspection of the subject area must be conducted earlier than previously considered, but subsequent inspections may be conducted at greater intervals.

Airbus has issued the following service bulletins, which concern this subject:

1. Airbus Service Bulletin A300-53-0300, dated October 28, 1993, which pertains to Model A300 series airplanes;

2. Airbus Service Bulletin A310-53-2077, dated October 28, 1993, which pertains to Model A310 series airplanes; and

3. Airbus Service Bulletin A300-53-6055, dated October 28, 1993, which pertains to Model A300-600 series airplanes.

Each of these service bulletins describe procedures for performing a detailed visual inspection to detect damage of the lower attachments of electric rack 101VU, and the replacement of any missing or damaged fasteners identified. These service bulletins recommend that the initial inspection be performed prior to the accumulation of 7,000 total flight cycles, and that repetitive inspection be performed every 2,300 flight cycles.

The DGAC classified these service bulletins as mandatory and issued French airworthiness directive (CN) 92-253-138(B), dated February 2, 1994, in order to assure the continued airworthiness of these airplanes in France.

Airbus has also issued the following service bulletins:

1. Airbus Service Bulletin A300-53-0294, dated May 17, 1993, which pertains to Model A300 series airplanes;

2. Airbus Service Bulletin A310-53-2076, dated May 17, 1993, which pertains to Model A310 series airplanes; and

3. Airbus Service Bulletin A300-53-6046, dated May 17, 1993, which pertains to Model A300-600 series airplanes.

These service bulletins describe procedures for installing Modification No. 10414. This modification entails installation of new thicker attachments and new plates on the front face of frames 15A and 16. Accomplishment of this modification eliminates the need for the repetitive inspections of the subject area. The DGAC classified these service bulletins as recommended.

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.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, the proposed action would revise the previously issued NPRM to require that an initial inspection to detect discrepancies be conducted prior to the accumulation of 7,000 total flight cycles (or within 50 flight cycles after the effective date of the final rule, whichever is later). This inspection would be required to be repeated thereafter at intervals not to exceed 2,300 flight cycles. Any missing or damaged fasteners would be required to be replaced prior to further flight. These actions would be required to be accomplished in accordance with the Airbus service bulletins described previously.

This revised proposal also would require that any cross beam found damaged be repaired prior to further flight in accordance with a method approved by the FAA.

This revised proposal also would require that, if any one or more angle fitting is found to be cracked, Modification No. 10414 must be installed prior to further flight. Operators should note that this particular proposed requirement would differ from the procedures described in the relevant Airbus service bulletins, which allow airplanes to continue to be

flown if one or more angle fitting is cracked. The FAA finds that, since each of the four angle fittings that secure the electric rack to the frame is subject to the same potential for cracking, the decreased load-carrying ability of a cracked fitting(s) may lead to faster crack growth in the remaining fittings. Therefore, the FAA has determined that continued flight with one or more unrepaired cracked fittings is inappropriate.

Installation of Modification No. 10414 would constitute terminating action for the inspections that would be required by this proposed AD.

Additionally, this action revises the applicability of the proposed rule to delete those airplanes on which Modification No. 10414 or its equivalent has been installed previously.

Since these changes expand the scope of the originally proposed rule, the FAA has determined that it is necessary to reopen the comment period to provide additional opportunity for public comment.

The FAA estimates that 78 Model A300, A310, and A300-600 series airplanes of U.S. registry would be affected by this proposed AD. It would take approximately 1.5 work hours per airplane to accomplish the proposed inspections, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$7,020, or \$90 per airplane, per inspection.

This cost impact figure 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.

Should an operator elect to accomplish the optional terminating action that would be provided by this AD action, rather than continue the repetitive inspections, it would take approximately 7 work hours to accomplish it, at an average labor rate of \$60 per work hour. The cost of required parts would be approximately \$1,615 per airplane. Based on these figures, the cost impact of the optional terminating action would be \$2,035 per airplane.

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: Docket 93-NM-133-AD.

*Applicability:* Model A300 series airplanes listed in Airbus Service Bulletin A300-53-0300, dated October 28, 1993; Model A310 series airplanes listed in Airbus Service Bulletin A310-53-2077, dated October 28, 1993; and Model A300-600 series airplanes listed in Airbus Service Bulletin A300-53-6055, dated October 28, 1993; on which Airbus Modification No. 10414 or production equivalent 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 use the authority provided in paragraph (g) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in

this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent failure of the electric rack-to-structure attachment points, which could subsequently result in loss of airplane systems, structural damage, and possible electrical arcing, accomplish the following:

(a) Prior to the accumulation of 7,000 total flight cycles, or within 50 flight cycles after the effective date of this AD, whichever occurs later, perform a detailed visual inspection of the right- and left-hand lower attachments of electric rack 101VU, including the crossbeams at frames 15A and 16, to detect missing fasteners, cracked fitting angles, or elongated fastener holes, in accordance with Airbus Service Bulletin A300-53-0300 (for Model A300 series airplanes), dated October 28, 1993; Airbus Service Bulletin A310-53-2077 (For Model A310 series airplanes), dated October 28, 1993; or Airbus Service Bulletin A300-53-6055 (for Model A300-600 series airplanes), dated October 28, 1993; as applicable.

Note 2: Inspections accomplished in accordance with Airbus Industrie All Operator Telex (AOT) 53-03, Revision 3, dated December 23, 1992, prior to the effective date of this AD, are considered acceptable for compliance with the inspection requirements of this paragraph.

(b) If no discrepancies are identified during the inspection required by paragraph (a) of this AD, repeat the detailed visual inspection thereafter at intervals not to exceed 2,300 flight cycles.

(c) If any fastener is missing or is found to be damaged during any inspection required by this AD, prior to further flight, replace the fastener in accordance with Airbus Service Bulletin A300-53-0300 (for Model A300 series airplanes), dated October 28, 1993; Airbus Service Bulletin A310-53-2077 (For Model A310 series airplanes), dated October 28, 1993; or Airbus Service Bulletin A300-53-6055 (for Model A300-600 series airplanes), dated October 28, 1993; as applicable.

(d) If any fitting angle is found to be cracked during any inspection required by this AD, prior to further flight, install Modification No. 10414 in accordance with Airbus Service Bulletin A300-53-0294 (for Model A300 series airplanes), dated May 17, 1993; Airbus Service Bulletin A310-53-2076 (for Model A310 series airplanes), dated May 17, 1993; or Airbus Service Bulletin A300-53-6046 (for Model A300-600 series airplanes), dated May 17, 1993; as applicable. Installation of this modification constitutes terminating action for the inspections required by this AD.

(e) If any crossbeam is found damaged during any inspection required by this AD, prior to further flight, repair it in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(f) Installation of Modification No. 10414 in accordance with Airbus Service Bulletin A300-53-0294 (for Model A300 series airplanes), dated May 17, 1993; Airbus Service Bulletin A310-53-2076 (for Model A310 series airplanes), dated May 17, 1993; or Airbus Service Bulletin A300-53-6046 (for Model A300-600 series airplanes), dated May 17, 1993; as applicable; constitutes terminating action for the inspections required by this AD.

(g) 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.

(h) 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 February 6, 1996.

Darrell M. Pederson,  
*Acting Manager, Transport Airplane  
Directorate, Aircraft Certification Service.*  
[FR Doc. 96-2998 Filed 2-9-96; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 39

[Docket No. 95-NM-29-AD]

### Airworthiness Directives; Fokker Model F28 Mark 0100 and 0070 Series Airplanes

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

**ACTION:** Supplemental notice of proposed rulemaking; reopening of comment period.

**SUMMARY:** This document revises an earlier proposed airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, that would have required a one-time operational test of the pitot heating system, and repair or replacement of failed elements. That AD also would have required modification of certain electrical wiring, and replacement of the pitot head and a certain relay. This action revises the proposed rule by adding a new requirement to replace the pitot heating system with a new improved system, in lieu of modifying the electrical wiring and replacing the pitot head and relay. This action also

revises the applicability of the proposed rule to include additional airplanes. The actions specified by this proposed AD are intended to prevent icing of the No. 1 pitot tube, which could result in failure of the No. 1 Air Data Computer, or output of erroneous airspeed data to all on-side subsidiary systems, including the Automatic Flight Control and Augmentation System.

**DATES:** Comments must be received by March 4, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-29-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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Timothy Dulin, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2141; 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-29-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-29-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, was published as a notice of proposed rulemaking (NPRM) in the Federal Register on April 18, 1995 (60 FR 19383). That NPRM would have required a one-time operational test of the No. 1 pitot heating system, and repair or replacement of failed elements. That AD also would have required modification of certain electrical wiring, replacement of the pitot head with a new pitot head, and replacement of the single direct current (DC) current-sensing relay with two new DC current sensing relays. That NPRM was prompted by reports indicating that the No. 1 Air Data Computer (ADC #1) failed on Model F28 Mark 0100 series airplanes due to icing at the No. 1 pitot tube. Icing of the No. 1 pitot heat system, if not corrected, could result in failure of the ADC #1 or lead to output of erroneous data to all on-side subsidiary systems including the Automatic Flight Control and Augmentation System (AFCAS).

Since the issuance of that NPRM, one operator has reported that several failures of the captain's airspeed indicator and ADC #1 have occurred during encounters with severe icing. These failures were accompanied by a malfunction alert from all on-side subsidiary systems; however, no failures of the pitot heating system were reported. Subsequent investigation revealed that the DC heating capacity of the captain's pitot tube is inadequate to prevent freezing of the pitot tube in severe icing conditions.

The captain's DC powered pitot heating systems installed on Fokker Model F28 Mark 0100 series airplanes are also installed on certain Fokker Model F28 Mark 0070 series airplanes; therefore, those airplanes are also