

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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-8817 (59 FR 6535, February 11, 1994), and by adding a new airworthiness directive (AD), to read as follows:

LOCKHEED: Docket 97-NM-06-AD.

Supersedes AD 94-03-10, Amendment 39-8817.

Applicability: Model L-1011 series airplanes, equipped with Rolls-Royce Model RB211-524 series engines; 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 reduce the possibility of a fire in the engine high speed gearbox, and to insure that, if a fire occurs, it is readily detected by the flight crew, accomplish the following:

(a) Within 16,000 flight hours or 48 months after March 14, 1994, (the effective date of AD 94-03-10, amendment 39-8817), whichever occurs first, accomplish both paragraphs (a)(1) and (a)(2) of this AD:

(1) Install a new vent tube in the gear compartment of the high speed gearbox on the number 1, number 2, and number 3 engines, in accordance with Rolls-Royce Service Bulletin RB.211-72-4666, Revision 4, dated May 16, 1986.

Note 2: Installation of a new vent tube prior to the effective date of this AD in accordance with Rolls-Royce Service Bulletin RB.211-72-4666, Revision 3, dated October 14, 1977, is considered acceptable for compliance with this AD.

(2) Modify the breather duct of the high speed gearbox on the number 2 engine in accordance with Lockheed Service Bulletin 093-71-067, Revision 2, dated December 12, 1988.

Note 3: Modification of the breather duct prior to the effective date of this AD in accordance with Lockheed Service Bulletin 093-71-067, Revision 1, dated April 1, 1986, is considered acceptable for compliance with this AD.

(b) Install an additional fire detection system on the high speed gearbox on the number 1, number 2, and number 3 engines in accordance with paragraph (b)(1), (b)(2), or (b)(3) of this AD, as applicable:

(1) For airplanes on which an additional fire detection system has not been installed: Within 6,000 flight hours or 18 months after the effective date of this AD, whichever occurs first, install the system in accordance with Lockheed Service Bulletin 093-26-039, Revision 1, dated April 10, 1996.

(2) For airplanes on which an additional fire detection system has been installed prior to the effective date of this AD and in accordance with Lockheed Service Bulletin 093-26-039, dated November 11, 1992: Within 6,000 flight hours or 18 months after the effective date of this AD, whichever occurs first, modify the system in accordance with Lockheed Service Bulletin 093-26-039, Revision 1, dated April 10, 1996.

(3) For airplanes on which an additional fire detection system has been installed prior to the effective date of this AD and in accordance with Lockheed Service Bulletin 093-26-039, Revision 1, dated April 10, 1996: No further action is required by this paragraph.

(c)(1) 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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 94-03-10, amendment 39-8817, are approved as alternative methods of compliance with this AD.

(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.

Issued in Renton, Washington, on March 20, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-7682 Filed 3-25-97; 8:45 am]

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14 CFR Part 39

[Docket No. 96-NM-165-AD]

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: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of 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 proposal would require installation of the previously optional terminating action in accordance with the latest service information.

DATES: Comments must be received by May 5, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-165-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: Chuck Huber, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2589; 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 96-NM-156-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. 96-NM-165-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On February 8, 1996, the FAA issued AD 96-04-05, amendment 39-9517 (61

FR 6503, February 21, 1996), applicable to certain Airbus Model A300-B2 and -B4 series airplanes, 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 AD also provides for optional terminating action for the inspection and test. 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 requirements of 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.

Actions Since Issuance of Previous Rule

Since the issuance of AD 96-04-05, Airbus has issued Service Bulletin A300-78-0015, Revision 2, dated May 24, 1996, as revised by Change Notice 2.A., dated May 24, 1996. This service bulletin revision describes procedures for replacement of the left and right control levers of the thrust reverser with new control levers equipped with new springs. The new spring has a 100 percent increase in stiffness and possesses a redundant locking device. Accomplishment of the replacement eliminates the need for the inspection and operational test. The revised service bulletin indicates that, for airplanes on which the replacement specified in the original issue or Revision 1 of the service bulletin has been accomplished, additional work is necessary.

The Direction Generale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, classified Revision 2 of the service bulletin as mandatory and issued French airworthiness directive 95-185-187(B)R1, dated March 27, 1996, in order to assure the continued airworthiness of these airplanes in France. The French airworthiness directive specifies that Revision 2 of the service bulletin is the appropriate source of service information for accomplishment of the replacement, and that the original issue and Revision 1 of the service bulletin may not be used to accomplish that action.

Additionally, it should be noted that, in the preamble of AD 96-04-05, the FAA indicated that the optional terminating action was considered to be "interim action," and that further

rulemaking action to require that terminating action was being considered. The FAA is now proposing to mandate the previously optional terminating action in accordance with the latest service bulletin revision described previously, rather than in accordance with the original issue of the service bulletin, as specified in AD 96-04-05.

FAA's Conclusions

These airplane models are manufactured in France and are 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 Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would 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.

The proposed AD also would 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. This action would be required to be accomplished in accordance with the service bulletin described previously.

The optional terminating action that was previously provided for by AD 96-04-05 would effectively be removed from the airplane when the replacement required by this proposed AD is installed. Additionally, for those airplanes on which the previously optional terminating action has not been accomplished, no additional work would be required to be to install the replacement proposed by this AD.

Cost Impact

There are approximately 21 Airbus Model A300-B2 and -B4 series airplanes of U.S. registry that would be affected by this proposed 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 on U.S. operators of the actions currently required is estimated to be \$8,715, or \$415 per airplane.

The new actions that are proposed in this AD action would take approximately 5 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$1,945 per airplane. Based on these figures, the cost impact on U.S. operators of the proposed requirements of this AD 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 current or 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 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), to read as follows:

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

Applicability: Model A300-B2 and -B4 series airplanes, equipped with General Electric CF6-50 series engines or Pratt & Whitney JT9D-59A engines; certificated in any category.

Note 1: Model A300-600 series airplanes are not subject to the requirements of this AD.

Note 2: 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 3: 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 4: 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.

Issued in Renton, Washington, on March 20, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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