

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 adding the following new airworthiness directive:

Dornier: Docket 96-NM-113-AD.

Applicability: Model 328-100 series airplanes, excluding serial numbers 3006, 3007, and 3010; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been 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 prevent reduced structural integrity of the lower part of the MLG fairing, and subsequent separation of part of the fairing from the airplane, accomplish the following:

(a) Within 300 hours time-in-service after the effective date of this AD, perform a visual inspection to detect cracking of the lower attachment flanges in the area of the bend radii of the forward and aft support beams of the main landing gear (MLG), in accordance with Dornier Alert Service Bulletin ASB-328-53-010, dated October 13, 1995.

(1) If no cracking is found, repeat the inspection thereafter at intervals not to exceed 300 hours time-in-service.

(2) If any cracking is found, prior to further flight, accomplish the permanent repair in accordance with the alert service bulletin.

(b) Accomplishment of the permanent repair in accordance with Dornier Alert Service Bulletin ASB-328-53-010, dated

October 13, 1995, constitutes terminating action for the repetitive inspections required by 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 2: 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 April 2, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-9015 Filed 4-8-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-41-AD]

RIN 2120-AA64

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

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 all Airbus Model A310 and A300-600 series airplanes, that currently requires a revision to the Airplane Flight Manual (AFM) that warns the flight crew of certain consequences associated with overriding the autopilot when it is in the pitch control axis. That AD also requires modification of certain flight control computers (FCC). That AD was prompted by the results of an FAA review of the requirements of an earlier AD. This proposed action would require a modification to the autopilot that would enable the flight crew to manually disconnect the autopilot, regardless of its mode and the altitude of the airplane; accomplishment of that modification would terminate the

current requirement to revise the AFM. This proposed action also would require repetitive operational testing of the modified autopilot to determine if the disconnect function operates properly, and repair, if necessary. The actions specified by the proposed AD are intended to prevent an out-of-trim condition between the trimmable horizontal stabilizer and the elevator, which could severely reduce controllability of the airplane.

DATES: Comments must be received by May 19, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-41-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: Charles 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 97-NM-41-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. 97-NM-41-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On April 10, 1996, the FAA issued AD 96-08-07, amendment 39-9573 (61 FR 16873, April 18, 1996), which is applicable to all Airbus Model A310 and A300-600 series airplanes. That AD requires a revision to the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) that warns the flight crew about certain consequences of overriding the autopilot when it is in the pitch control axis. That AD also requires the modification of certain flight control computers (FCC).

The requirements of AD 96-08-07 are intended to prevent an out-of-trim condition between the trimmable horizontal stabilizer and the elevator, which could severely reduce controllability of the airplane.

Actions Since Issuance of Previous Rule

In the preamble of the proposal for AD 96-08-07, the FAA specified that the actions proposed by that AD were considered interim action because the manufacturer was developing a modification that will positively address the unsafe condition described in the AD. The FAA also indicated that it would consider further rulemaking action once the modification was developed, approved, and available. The manufacturer now has developed such a modification, and the FAA has determined that further rulemaking is, indeed, necessary. This proposed AD follows from that determination.

Explanation of Relevant Service Information

Airbus has issued Service Bulletin A310-22-2044, Revision 1 (for Model A310 series airplanes), and Service Bulletin A300-22-6032, Revision 1 (for Model A300-600 series airplanes); both dated January 8, 1997. These service bulletins describe procedures for modifying the autopilot so that, by

applying a counteracting force to the control column, the flight crew can immediately disconnect the autopilot, regardless of its mode and the altitude of the airplane.

Prior to the development of this modification, the flight crew, under certain conditions, could not manually disconnect the pitch control axis. Should the flight crew attempt to do so for an extended time, that counteracting force would be interpreted by the autotrim as a force to which it must respond, and the airplane would be trimmed accordingly. Consequently, the trimmable horizontal stabilizer could become significantly out-of-trim with the elevator.

Airbus also has issued Service Bulletin A310-22-2047 (for Model A310 series airplanes), and Service Bulletin A300-22-6035 (for Model A300-600 series airplanes); both dated July 16, 1996. These service bulletins describe procedures for conducting repetitive operational tests of the autopilot's disconnect function to determine if it is working properly, and repair, if necessary. These actions are to be accomplished after the autopilot has been modified in accordance with Airbus Service Bulletin A310-22-2044, Revision 1, or Airbus Service Bulletin A300-22-6032, Revision 1, both dated January 8, 1997, as applicable.

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, classified these service bulletins as mandatory and issued French airworthiness directive (C/N) 96-150-203(B), dated July 31, 1996, in order to assure the continued airworthiness of these airplanes in France.

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 96-08-07 to continue to require a revision to the Limitations Section of the AFM that warns the flight crew of certain consequences associated with overriding the autopilot when it is in the pitch control axis, and modification of certain FCC's.

The proposed AD also would require a modification to the autopilot that would enable the flight crew to manually disconnect it, regardless of the autopilot mode and the altitude of the airplane. After this modification has been accomplished, the proposed AD would require removal of the revision to the AFM that is currently required by AD 96-08-07. In addition, the proposed action would require repetitive operational testing of the modified autopilot to determine if the disconnect function operates properly, and repair, if necessary. The actions would be required to be accomplished in accordance with the applicable service bulletins described previously.

Related AD Actions

Operators of Airbus Model A310 and A300-600 airplanes that are subject to the requirements of AD 95-25-09, amendment 39-9455 (60 FR 63412, December 11, 1995) should be aware that certain FCC's must be modified before or at the same time the requirements of this proposed AD would be accomplished.

AD 95-25-09 requires modification of certain FCC's so that the autopilot will disengage when the airplane is in the "GO-AROUND" mode under certain conditions. The requirements of that AD are intended to prevent an out-of-trim condition between the trimmable horizontal stabilizer and the elevator, which may severely reduce controllability of the airplane. That AD was prompted by an accident in which the flight crew may have initiated an inadvertent "go-around," which, following several subsequent actions by the flight crew and automated system, placed the airplane in a severe out-of-trim condition.

Cost Impact

There are approximately 77 Airbus Model A300-600 and A310 series airplanes of U.S. registry that would be affected by this proposed AD.

The modification of certain FCC's that is currently required by AD 96-08-07 takes approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts are supplied by the manufacturer at no cost to operators. Based on these figures, the cost impact

of the currently required modification on U.S. operators is estimated to be \$4,620, or \$60 per airplane.

The AFM revision that is currently required by AD 96-08-07 takes approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required AFM revision on U.S. operators is estimated to be \$4,620, or \$60 per airplane.

The modification of the autopilot that is proposed by this AD action would take approximately 25 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$1,578 per airplane. Based on these figures, the cost impact of the proposed modification on U.S. operators is estimated to be \$237,006, or \$3,078 per airplane.

The operational test that is proposed by this AD action would take approximately 7 work hours per airplane, per test cycle, to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed operational test on U.S. operators is estimated to be \$32,340 per test cycle, or \$420 per airplane, per test cycle.

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 39-9573 (61 FR 16873, April 18, 1996), and by adding a new airworthiness directive (AD), to read as follows:

Airbus Industrie: Docket 97-NM-41-AD. Supersedes AD 96-08-07, Amendment 39-9573.

Applicability: All Model A300-600 and A310 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 (e) 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 an out-of-trim condition between the trimmable horizontal stabilizer and the elevator, which could severely reduce controllability of the airplane, accomplish the following:

Restatement of Actions Required by AD 96-08-07, Amendment 39-9573

(a) Within 10 days after May 23, 1996 (the effective date of AD 96-08-07, amendment 39-9573), revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the information contained in paragraph (a)(1) or (a)(2) of this AD, as applicable. This may be accomplished by inserting a copy of this AD in the AFM. The AFM limitation required by AD 94-21-07, amendment 39-9049, may be removed

following accomplishment of the requirements of this paragraph.

(1) For airplanes on which the flight control computers (FCC) have not been modified in accordance with the requirements of paragraph (b) of this AD:

"Overriding the autopilot (AP) in pitch axis does not cancel the AP autotrim when LAND TRACK mode [green LAND on both Flight Mode Annunciators (FMA)] or GO-AROUND mode is engaged. In these modes, if the pilot counteracts the AP, the autotrim will trim against pilot input. This could lead to a severe out-of-trim situation in a critical phase of flight."

(2) For airplanes on which the FCC's have been modified in accordance with requirements of paragraph (b) of this AD:

"Overriding the autopilot (AP) in pitch axis does not cancel the AP autotrim when LAND TRACK mode (green LAND on both FMA's) is engaged, or GO-AROUND mode is engaged below 400 feet radio altitude (RA). In these modes, if the pilot counteracts the AP, the autotrim will trim against pilot input. This could lead to a severe out-of-trim situation in a critical phase of flight."

Restatement of Actions Required by AD 94-21-07, Amendment 39-9049

(b) For airplanes equipped with FCC's having either part number (P/N) B470ABM1 (for Model A310 series airplanes) or B470AAM1 (for Model A300-600 series airplanes): Within 60 days after November 2, 1994 (the effective date of AD 94-21-07, amendment 39-9049), modify the FCC's in accordance with Airbus Service Bulletin A310-22-2036, dated December 14, 1993 (for Model A310 series airplanes), or Airbus Service Bulletin A300-22-6021, Revision 1, dated December 24, 1993 (for Model A300-600 series airplanes), as applicable.

(c) As of November 2, 1994, no person shall install a FCC having either P/N B470ABM1 or B470AAM1 on any airplane.

New Actions Required by This AD

(d) For airplanes on which Modification No. 11454 [reference Airbus Service Bulletin A310-22-2044 (for Model A310 series airplanes) or Airbus Service Bulletin A300-22-6032 (for Model A300-600 series airplanes)] has not been installed: Accomplish paragraphs (d)(1), (d)(2)(i) and (d)(2)(ii) of this AD.

(1) Within 24 months after the effective date of this AD, modify the autopilot in accordance with Airbus Service Bulletin A310-22-2044, Revision 1, dated January 8, 1997 (for Model A310 series airplanes), or Service Bulletin A300-22-6032, Revision 1, dated January 8, 1997 (for Model A300-600 series airplanes), as applicable. The requirements of paragraph (a) of AD 95-25-09, amendment 39-9455, if applicable, must be accomplished prior to or at the same time the requirements of this paragraph are accomplished.

(2) Prior to further flight following accomplishment of paragraph (d)(1) of this AD:

(i) Remove the AFM revisions required by paragraph (b) of this AD; and
(ii) Perform an operational test of the autopilot disconnect to determine if the

direct disconnect is operating properly, in accordance with Airbus Service Bulletin A310-22-2047, dated July 16, 1996 (for Model A310 series airplanes), or Service Bulletin A300-22-6035, dated July 16, 1996 (for Model A300-600 series airplanes), as applicable. If any discrepancy is detected, prior to further flight, repair it in accordance with the applicable service bulletin. Repeat this test thereafter at intervals not to exceed 18 months.

(e) 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(f) 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 2, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-9016 Filed 4-8-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ANM-5]

Proposed Amendment of Class D Airspace; Idaho Falls, ID

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would amend the Idaho Falls, Idaho, Class D airspace. This action is necessary to facilitate Lifeflight helicopter operations at the Regional Medical Center. The area would be depicted on aeronautical charts for pilot reference.

DATES: Comments must be received on or before May 15, 1997.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Operations Branch, ANM-530, Federal Aviation Administration, Docket No. 97-ANM-5, 1601 Lind Avenue, S.W., Renton, Washington 98055-4056.

The official docket may be examined at the same address.

An informal docket may also be examined during normal business hours at the address listed above.

FOR FURTHER INFORMATION CONTACT:

James Riley, ANM-532.2, Federal Aviation Administration, Docket No. 97-ANM-5, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2537.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 97-ANM-5." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination at the address listed above both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Operations Branch, ANM-530, 1601 Lind Avenue S.W., Renton, Washington 98055-4056. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No.

11-2A, which describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class D airspace at Idaho Falls, Idaho, to facilitate Lifeflight helicopter operations at the Regional Medical Center. Presently, aircraft operating in the vicinity of the medical center are experiencing difficulty establishing communications with Idaho Falls air traffic control tower, when operational, or Salt Lake City Center during other hours. This amendment would exclude the airspace immediately surrounding that medical center from the Class D airspace thereby eliminating any communications requirements on aircraft operating to/from that location. The coordinates for this airspace docket are based on North American Datum 83. Class D airspace areas extending upward from the surface of the earth are published in Paragraph 5000 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows: