

14 CFR Part 39

[Docket No. 95-NM-237-AD; Amendment 39-9736; AD 96-18-12]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A320 series airplanes, that requires an inspection to detect damage to the electrical wiring of the fuel tank of the wings and to verify if the proper P-clip is installed in the electrical wiring. This amendment also requires re-fitting any proper P-clip, replacing any improper P-clip with a new P-clip, and repairing damaged electrical wiring. This amendment is prompted by a report that incorrect P-clips were found installed in the electrical wiring of the fuel system on these airplanes. The actions specified by this AD are intended to ensure that the proper P-clips are installed. Improper P-clips could fail to adequately safeguard the fuel tank of the wing against a lightning strike, which could result in electrical arcing and resultant fire.

DATES: Effective October 9, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 9, 1996.

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: 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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Airbus Model A320 series airplanes was published in the Federal Register on

April 29, 1996 (61 FR 18709). That action proposed to require a one-time inspection to detect damage to the electrical wiring and to verify if the proper P-clip is installed in the electrical wiring at outboard rib 6 in the inner cell of the fuel tank of the wings. That action also proposed to require re-fitting proper P-clips, replacing improper P-clips with certain new fuel-resistant P-clips, and repairing damaged electrical wiring.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the three comments received.

All commenters support the proposed rule.

Conclusion

After careful review of the available data, including the comments 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 44 Airbus Model A320 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 3 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$100 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$12,320, or \$280 per airplane.

The cost impact figure discussed above is 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 adding the following new airworthiness directive:

96-18-12 Airbus Industrie: Amendment 39-9736. Docket 95-NM-237-AD.

Applicability: Model A320 series airplanes, manufacturer's serial numbers 129 through 343 inclusive, 345 through 347 inclusive, and 349 through 363 inclusive; 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 (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the proper P-clips are installed, accomplish the following:

(a) Within 6 months after the effective date of this AD, perform a one-time inspection to detect damage to the electrical wiring and to verify if the proper P-clip is installed in the electrical wiring at outboard rib 6 in the inner cell of the fuel tank of the wings, in accordance with Airbus Service Bulletin A320-28-1052, Revision 2, dated September 8, 1994.

Note 2: Accomplishment of the actions specified in this paragraph in accordance with Airbus Service Bulletin A320-28-1052, Revision 1, dated July 7, 1993, prior to the effective date of this AD is considered acceptable for compliance with this paragraph.

(1) If any damage is detected to the wiring, prior to further flight, repair it in accordance with the Airplane Wiring Manual.

(2) If a P-clip having P/N NSA5515-03NF or NSA5516-03NV is installed, prior to further flight, re-fit it in accordance with the service bulletin.

(3) If a P-clip having P/N NSA5516-03NJ is installed, prior to further flight, replace it with a new fuel-resistant P-clip having P/N NSA5515-03NF or NSA5516-03NV, in accordance with the service bulletin.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) The actions shall be done in accordance with Airbus Service Bulletin A320-28-1052, Revision 2, dated September 8, 1994, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1-5 ...	2	September 8, 1994.
6-9 ...	Original	July 7, 1993.

This incorporation by reference was 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.

(e) This amendment becomes effective on October 9, 1996.

Issued in Renton, Washington, on August 26, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 95-NM-175-AD; Amendment 39-9734; AD 96-18-10]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300-600 and A310 Series Airplanes Equipped With General Electric Model CF6-80 Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A300-600 and A310 series airplanes, that requires an inspection to detect defects of the directional pilot valves (DPV); and replacement of any defective DPV with a new DPV, or deactivation of the thrust reverser system, if necessary. This amendment is prompted by a report indicating that, during a maintenance check, an uncommanded deployment and stowage of the thrust reverser occurred due to improperly modified DPV's. The actions specified by this AD are intended to prevent uncommanded deployment and stowage of the thrust reverser during maintenance activities, as a result of improperly modified DPV's, which could result in injury to maintenance personnel or other people on the ground.

DATES: Effective October 9, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 9, 1996.

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: 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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Airbus

Model A300-600 and A310 series airplanes was published in the Federal Register on April 29, 1996 (61 FR 18699). That action proposed to require a one-time inspection to detect defects of the DPV. If a defective DPV is detected, it will be required to be replaced with a new DPV, or the thrust reverser system will be required to be deactivated until the DPV is replaced.

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.

Both commenters support the proposed rule.

Conclusion

After careful review of the available data, including the comments 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 43 Airbus Model A300-600 and A310 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 10 work hours per airplane to accomplish the required one-time inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$25,800, or \$600 per airplane.

The cost impact figure discussed above is 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