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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 93–NM–133–AD; Amendment 39–9658; AD 96–12–15]

RIN 2120–AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A300, A310, and A300–600 series airplanes, that requires inspections to detect missing fasteners, cracked fitting angles, and elongated fastener holes in certain frames, and correction of discrepancies. It also provides an optional terminating action. This amendment is prompted by discrepancies found at the fitting angles on the frame at which a certain electronic rack is attached. The actions specified by this 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: Effective July 15, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 15, 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: 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: 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, A310, and A300–600 series airplanes was published in the Federal Register as a supplemental notice of proposed rulemaking on February 12, 1996 (61 FR 5326). That action proposed to require inspections to detect missing fasteners, cracked fitting angles, and elongated fastener holes in certain frames, and correction of discrepancies. It also proposed to provide an optional terminating action.

Discussion of Comments

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

The commenter supports the proposed rule.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

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

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.

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

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96–12–15 Airbus Industrie: Amendment 39–9658. 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 request approval for an alternative method of compliance in accordance with paragraph (g) 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 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. (i) The inspections and replacement shall be done in accordance with Airbus Service Bulletin A300–53–0300, dated October 28, 1993; Airbus Service Bulletin A310–53–2077, dated October 28, 1993; or Airbus Service Bulletin A300–53–6055, dated October 28, 1993; as applicable. The modification shall be done in accordance with the following Airbus service bulletins, which contain the specified effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
A300–53–0294, May 17, 1993	1–34,	Original	May 17, 1993.
A310–53–2076, May 17, 1993	1–34	Original	May 17, 1993.
A300–53–6046, Revision 1, Apr. 5, 1994	1, 4, 11, 14–18, 21, 22, 25–31.	1	Apr. 5, 1994
	2, 3, 5–10, 12, 13, 19, 20, 23, 24, 32.	Original	May 17, 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.

(j) This amendment becomes effective on July 15, 1996.

Issued in Renton, Washington, on May 31, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–14230 Filed 6–7–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–43–AD; Amendment 39–9660; AD 96–12–17]

RIN 2120–AA64

Airworthiness Directives; Beech (Raytheon) Model BAe 125 Series 800A and 1000A, and Model Hawker 800 and 1000 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Beech (Raytheon) Model BAe 125 series 800A and 1000A, and Model Hawker 800 and 1000 airplanes, that requires an inspection to determine if the diode soldered connections are clean and functionally sound. This amendment also requires remake of the soldered connection and replacement of the diode with a new diode, if necessary. This amendment is prompted by reports of imperfect soldered connections in the engine starting and battery emergency control circuit. The actions specified by this AD are intended to prevent incorrect fault displays in the cockpit and intermittent fault symptoms in the engine starting and battery emergency control circuits, as a result of imperfect soldered connections.

DATES: Effective July 15, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 15, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201–0085. 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: 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: 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 Beech (Raytheon) Model BAe 125 series 800A and 1000A, and Model Hawker 800 and 1000 airplanes was published in the Federal Register on September 15, 1995 (60 FR 47903). That action proposed to require an inspection to determine if the diode soldered connections are clean and functionally sound. That action also proposed to require remake of the soldered connection or replacement of the diode with a new diode, if necessary.

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

Requests to Revise the Applicability of the AD

Two commenters request that the applicability of the proposed rule be revised to include all the airplane serial numbers listed in Hawker Service Bulletin SB 24–317, and that the letter ''A'' (i.e., U.S.-type certificated) designation for Model BAe 125 series 800 and 1000 airplanes be deleted. One of these commenters states that the effectivity listing contained in Hawker Service Bulletin SB 24–317 (which was referenced in the proposal as the appropriate source of service information) does not specify either the model suffix ''A'' or the model suffix ''B'' (i.e., CAA type certificated) for any of the affected airplanes.

Therefore, the commenter points out that the effectivity listing of the service bulletin covers the worldwide fleet, not just U.S.-registered airplanes.

The other commenter, the Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, also asserts that the applicability of the proposal is incorrect since it does not cover the worldwide fleet. This commenter adds that, as of August 1, 1995, the type certificate (TC) responsibilities for Model BAe 125 series 800 and 1000, and Model Hawker 800 and 1000 airplanes have been transferred from the CAA to the FAA. This commenter adds that it is important to note that, since this transfer, AD's issued by the FAA must cover all of these airplane models, as appropriate, and not just those on the U.S. Register.

This commenter also notes that the proposed applicability would result in confusion among operators and will not fulfill the obligation of the FAA with the International Civil Aviation Organization (ICAO). This commenter asserts that the current Type Certificate Data Sheet (TCDS), A3EU (Revision 24, dated August 1, 1995), indicates that the FAA accepted the responsibility for the promulgation of all airworthiness information relevant to the subject airplanes in accordance with ICAO Annex 8. The commenter contends that, since the FAA is now responsible for the continued airworthiness of all airplanes listed in TCDS A3EU (which includes Model BAe 125 series 800A, 800B, 1000A, and 1000B, and Model Hawker 800 and 1000 airplanes), the applicability of the proposal should include all of the Model BAe 125 series 800 and 1000 airplanes, not just those airplanes having a letter designation of ''A.''

The FAA does not agree with the commenters' specific request to revise the applicability of the final rule, but recognizes that some clarification is necessary. The airplane models that are the subject of this AD were originally designed and manufactured in the United Kingdom. The CAA issued Type and Airworthiness Certificates for these affected airplanes. Therefore, under ICAO Annex 8, the United Kingdom was the State of Design and had the responsibility for providing other states with continuing airworthiness information regarding these models.

However, as of August 1, 1995, the responsibility of design, continued airworthiness, design data, and manufacturing (i.e., TC responsibilities) for all Model DH/HS/BH/BAe 125 and Model Hawker 800 and 1000 airplanes, has been transferred from Raytheon Corporate Jets, Inc., Hatfield, United Kingdom, to Beech Aircraft Corporation (Raytheon), Wichita, Kansas, U.S.A. As a result of this transfer, Revision 24 of TCDS A3EU was issued, as discussed by one of the commenters.

The FAA has reexamined TCDS A3EU and finds that the text of the TCDS correctly reflects U.S. type-certificated airplanes (i.e., models having the letter