

obtained from the Standardization Branch, ANM-113.

(i) 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.

(j) The actions shall be done in accordance with the following Airbus Industrie service bulletins, as applicable, which contain the specified list of effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
A320-24-1044, Revision 2 March 3, 1992	1-6, 8, 8A, 8B, 9, 12, 16	2	March 3, 1992.
A320-24-1044, Revision 3, March 12, 1993 ...	7, 10, 11, 13-15, 17-23	1	August 23, 1991.
	1-6, 8A, 13, 24	3	March 12, 1993.
A320-24-1045, Revision 2, April 12, 1992	7, 10, 11, 14, 15, 17-23	1	August 23, 1991.
	8, 8B, 9, 12, 16	2	March 3, 1992.
A320-24-1045, Revision 3, June 10, 1993	1, 2, 4-8, 8A, 8B, 23	1	August 23, 1991.
	3, 9, 14-16, 10-13, 17-22	Original	February 1, 1993.
	1-3, 6, 8A, 9 11, 21, 22	3	June 10, 1993.
	4, 5, 7, 8, 8B, 23	2	April 12, 1992.
	10, 12-14, 17-20	Original	February 1, 1991.
	15, 16	1	August 23, 1991.

The incorporation by reference of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992; and Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992; was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of December 3, 1992 (57 FR 48957, October 29, 1992). The incorporation by reference of Airbus Service Bulletin A320-24-1044, Revision 3, dated March 12, 1993; and Airbus Service Bulletin A320-24-1045, Revision 3, dated June 10, 1993; 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.

(k) This amendment becomes effective on January 23, 1997.

Issued in Renton, Washington, on December 2, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-31113 Filed 12-18-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-47-AD; Amendment 39-9847; AD 96-25-05]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320-111, -211, -212, and -231 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model

A320-111, -211, -212, and -231 series airplanes, that requires repetitive inspections to detect cracks of the rear bracket attached to the outboard rib of the shroud boxes and the surfaces of the lugs adjacent to the bushes, and replacement, if necessary. This amendment also requires replacement of the outboard aft brackets of the shroud boxes with modified brackets that have floating boxes, which terminates the repetitive inspections. This amendment is prompted by a report that the lug of the rear outboard bracket failed due to fatigue. The actions specified by this AD are intended to prevent fatigue-related cracking in the subject lug, and the consequent failure of this lug; this condition could result in the loss of the shroud box and, consequently, lead to reduced controllability of the airplane.

DATES: Effective January 27, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 27, 1997.

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 A320-111, -211, -212, and -231 series airplanes was published in the Federal Register on August 26, 1996 (61 FR 43687). That action proposed to require repetitive visual inspections to detect cracks of the rear bracket attached to the outboard rib of the shroud boxes and the surfaces of the lugs adjacent to the bushes, and replacement, if necessary. That action also proposed to require replacement of the outboard aft brackets of the shroud boxes with modified brackets with floating boxes, which constitutes terminating action for the repetitive inspection requirements.

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 70 Airbus Model A320-111, -211, -212, and -231 series airplanes of U.S. registry will be affected by this AD.

It will take approximately 1 work hour per airplane to accomplish the required inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be \$4,200, or \$60 per airplane, per inspection cycle.

It will take approximately 35 work hours per airplane to accomplish the required modification, at an average

labor rate of \$60 per work hour. Required parts will cost approximately \$2,170 per airplane. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be \$298,900, or \$4,270 per airplane.

The cost impact figures discussed above are 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:

96-25-05 Airbus Industrie: Amendment 39-9847. Docket 96-NM-47-AD.

Applicability: Model A320-111, -211, -212, and -231 series airplanes, as listed in Airbus Service Bulletin A320-57-1034, Revision 2, dated September 8, 1995; 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 prevent fatigue-related cracking in the shroud box attachment lug, which could result in the loss of the shroud box and, consequently, lead to reduced controllability of the airplane, accomplish the following:

(a) Prior to the accumulation of 17,000 total landings, or within 12 months after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect cracks of the rear bracket attached to the outboard rib of the shroud boxes and the surfaces of the lugs adjacent to the bushes, in accordance with Airbus Service Bulletin A320-57-1034, Revision 2, dated September 8, 1995.

Note 2: Inspections accomplished prior to the effective date of this amendment in accordance with Airbus Service Bulletin A320-57-1034, Revision 1, dated August 24, 1992, are considered acceptable for compliance with the requirements of paragraph (a) of this AD.

(1) If no crack is detected, repeat the visual inspection thereafter at intervals specified in paragraph (a)(1)(i) or (a)(1)(ii), as applicable.

(i) For Model A320-100 series airplanes: Repeat at intervals not to exceed 6,000 landings.

(ii) For Model A320-200 series airplanes: Repeat at intervals not to exceed 4,800 landings.

(2) If any crack is detected, prior to further flight, replace the bracket with a modified bracket, in accordance with Airbus Service Bulletin A320-57-1035, Revision 4, dated February 22, 1994. Accomplishment of this replacement terminates the requirements of this AD for that bracket.

(b) Within 4 years following accomplishment of paragraph (a) of this AD, replace the outboard aft brackets of the shroud boxes with modified brackets that have floating boxes, in accordance with Airbus Service Bulletin A320-57-1035, Revision 4, dated February 22, 1994. Accomplishment of this replacement constitutes terminating action for the

repetitive inspections requirements of paragraph (a) of 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 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.

(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.

(e) The inspections shall be done in accordance with Airbus Service Bulletin A320-57-1034, Revision 2, dated September 8, 1995. The replacement shall be done in accordance with Airbus Service Bulletin A320-57-1035, Revision 4, dated February 22, 1994, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 2, 10 3-9, 11-16	4 3	February 22, 1994. January 11, 1994.

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.

(f) This amendment becomes effective on January 23, 1997.

Issued in Renton, Washington, on December 2, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 95-NM-201-AD; Amendment 39-9848; AD 96-25-06]

RIN 2120-AA64

Airworthiness Directives; Saab Model SAAB SF340A and SAAB 340B Series Airplanes

AGENCY: Federal Aviation Administration, DOT.