

specified in paragraph (a) of this AD, until the ELCH inspection requirements of paragraph (d) of this AD are initiated.

(2) If disbonding is more than 100 square cm, but less than 5,000 square cm, repair in accordance with paragraph 4.2.2.3. of the AOT. Thereafter, repeat the visual inspection of the rudder skin panels in accordance with paragraph (a) of this AD; and perform repetitive tap tests of the repaired areas at the following intervals; until the visual inspection requirements of paragraph (c) of this AD are initiated:

(i) Perform the tap test of the repaired area every 500 landings for disbonding greater than 100 square cm but less than 300 square cm;

(ii) Perform the tap test of the repaired area every 250 landings for disbonding greater than 300 square cm, but less than 1,000 square cm;

(iii) Perform the tap test of the repaired area every 75 landings for disbonding that is greater than 1,000 square cm, but less than 5,000 square cm.

(3) If disbonding is greater than 5,000 square cm, or if a crack is found, prior to further flight, repair in a manner approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(c) **New Visual Inspection Requirement.** Perform a visual inspection of the complete rudder to detect disbonding and cracking of the rudder skin panels, left and right, in accordance with Airbus Service Bulletin A300-55-6008 (for Airbus Model A300-600 series airplanes), or Airbus Service Bulletin A310-55-2010 (for Airbus Model A310 series airplanes), both dated December 10, 1990, as applicable. Initiation of this inspection constitutes terminating action for the requirements of paragraph (a) and specified portions of paragraph (b) of this AD.

(1) Perform the initial inspection at the later of the times specified in paragraph (c)(1)(i) or (c)(1)(ii) of this AD:

(i) Within 7 days or 50 landings after the effective date of this AD, whichever is first; or

(ii) Within 7 days or 50 landings, whichever occurs first after the last visual inspection performed in accordance with AD 90-12-13, amendment 39-6625.

(2) If no disbonding or cracking is detected during this inspection accomplish the actions specified in paragraphs (c)(2)(i) and (c)(2)(ii) of this AD:

(i) Repeat the visual inspection at intervals not to exceed 7 days or 50 landings, whichever occurs first, until the initial ELCH inspection is accomplished in accordance with paragraph (d) of this AD. And

(ii) After the initial ELCH inspection required by paragraph (d) of this AD has been accomplished, repeat these visual inspections thereafter at intervals not to exceed 350 landings, in accordance with the applicable service bulletin.

(3) If any disbonding or cracking is detected, prior to further flight, conduct an ELCH inspection of the suspected area for signs of disbonding, and accomplish follow-on actions in accordance with the Flow Chart, Figure 2, of the applicable service bulletin. If the confirmed extent of disbonding, however, is greater than 400

square cm in Area I, or greater than 800 square cm in Area II, as those areas of the rudder are defined in the applicable service bulletin, prior to further flight, repair and accomplish subsequent inspections in accordance with the requirements of paragraph (d)(3) of this AD.

(d) **ELCH Inspections.** Within 6 months after the effective date of this AD, conduct an initial elasticity laminate checker (ELCH) inspection of the complete rudder, in accordance with Airbus Service Bulletin A300-55-6008 (for Model A300-600 series airplanes) or Airbus Service Bulletin A310-55-2010 (for Model A310 series airplanes), both dated December 10, 1990, as applicable. Initiation of this inspection constitutes terminating action for the requirements of paragraph (a) and specified portions of paragraph (b) of this AD.

(1) If no disbonding or cracking is detected, repeat the ELCH inspection at intervals not to exceed 2 years or 3,500 landings, whichever occurs first.

(2) If disbonding or cracking is confirmed by ELCH inspection, and the extent of the disbonding is equal to or less than 400 square cm in Area I, or equal to or less than 800 square cm in Area II, as those areas of the rudder are defined in the applicable service bulletin: Prior to further flight, accomplish follow-on actions in accordance with Flow Chart, Figure 2, of the applicable service bulletin.

(3) If disbonding or cracking is confirmed by ELCH inspection, and the extent of the disbonding is greater than 400 square cm in Area I, or greater than 800 square cm in Area II, as those areas of the rudder are defined in the applicable service bulletin: Prior to further flight, accomplish either paragraph (d)(3)(i) or (d)(3)(ii) of this AD:

(i) Repair in a manner approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Thereafter, continue to conduct ELCH inspections in a manner and at intervals approved by the Manager, Standardization Branch, ANM-113.

(ii) Replace the rudder in accordance with Airbus Service Bulletin A300-55-6010 (for Model A300-600 series airplanes) or Airbus Service Bulletin A310-55-2012 (for Model A310 series airplanes), both dated April 18, 1991, as applicable. After this replacement is accomplished, no further actions are required by this AD.

(e) **Terminating Action.** Within five years after the effective date of this AD, replace the rudder in accordance with Airbus Service Bulletin A300-55-6010 (for Model A300-600 series airplanes) or Airbus Service Bulletin A310-55-2012 (for Model A310 series airplanes), both dated April 18, 1991, as applicable. This replacement constitutes terminating action for the inspection requirements of this AD.

(f) 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. 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 Manager, Standardization Branch, ANM-113.

(g) 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.

(h) The inspections shall be done in accordance with Airbus Service Bulletin A300-55-6008, dated December 10, 1990 (for Model A300-600 series airplanes); and Airbus Service Bulletin A310-55-2010, dated December 10, 1990 (for Model A310 series airplanes). The rudder replacement shall be done in accordance with Airbus Service Bulletin A300-55-6010, dated April 18, 1991 (for Model A300-600 series airplanes); and Airbus Service Bulletin A310-55-2012, dated April 18, 1991 (for Model A310 series airplanes). 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.

(i) This amendment becomes effective on March 28, 1997.

Issued in Renton, Washington, on February 7, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-3694 Filed 2-20-97; 8:45 am]

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14 CFR Part 39

[Docket No. 96-NM-118-AD; Amendment 39-9930; AD 97-04-06]

RIN 2120-AA64

Airworthiness Directives; Dornier Model 328-100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Dornier Model 328-100 series airplanes, that requires the replacement of certain attachment screws on the leading edges of the left and right wings with longer screws. This amendment is prompted by reports indicating that these screws had become loose. The actions specified by this AD are intended to prevent loosening or loss of the screws, which could lead to loosening or loss of the leading edge of

the wing, and consequent reduced controllability of the airplane.

DATES: Effective March 28, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 28, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Dornier Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. 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: Connie Beane, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2796; 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 Dornier Model 328-100 series airplanes was published in the Federal Register on December 5, 1996 (61 FR 64491). That action proposed to require replacement of the attachment screws at leading edge 1 of the right and left wings with longer attachment screws having P/N NAS7303A5.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

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 9 Dornier Model 328-100 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per airplane to accomplish the required replacements, and that the average labor rate is \$60 per work hour. Required parts will be provided by the manufacturer at no cost to operators. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$1,080, or \$120 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:

97-04-06 Dornier: Amendment 39-9930. Docket 96-NM-118-AD.

Applicability: Model 328-100 series airplanes having serial numbers 3005 through 3019 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 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 (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 prevent loosening or loss of the attachment screws, which could lead to loosening or loss of the leading edge of the wing, and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 6 weeks after the effective date of this AD, replace the attachment screws for leading edge 1 of the left and right wings with longer attachment screws having part number NAS7303A5, in accordance with Dornier Service Bulletin SB-328-57-058, dated November 23, 1994.

(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, 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.

(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 replacements shall be done in accordance with Dornier Service Bulletin SB-328-57-058, dated November 23, 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 Dornier Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. 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 March 28, 1997.

Issued in Renton, Washington, on February 7, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-3693 Filed 2-20-97; 8:45 am]

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