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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-NM-243-AD; Amendment 39-9395; AD 95-21-09]

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to all Airbus Model A300 series airplanes, that currently requires repetitive inspections for cracking of the No. 2 flap beams, and replacement of the flap beams, if necessary. That AD was prompted by reports of cracking of the No. 2 flap beams. This amendment provides optional modifications for extending certain inspection thresholds, and an optional terminating modification for certain inspections. This amendment also expands the applicability of the existing AD to include Model A300-600 series airplanes. The actions specified by this AD are intended to prevent asymmetry of the flaps due to cracking of the No. 2 flap beams.

DATES: Effective November 17, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 17, 1995.

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) by superseding AD 85-07-04, amendment 39-5027 (49 FR 45755, April 2, 1985), which is applicable to all Airbus Model A300 series airplanes, was published in the Federal Register on June 9, 1995 (60 FR 30471). That action proposed to continue to require repetitive inspections for cracking of the No. 2 flap beams of Model A300 series airplanes, and replacement of the flap beams, if necessary. That action also proposed to require identical inspections of Model A300-600 series airplanes. Additionally, that action proposed to provide an optional terminating modification for the repetitive inspections on the Model 300-600 series airplanes, and optional modifications for extending certain inspection thresholds for Model A300 series airplanes.

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

One commenter supports the proposed rule.

Another commenter also supports the proposed rule, but points out that paragraph (d)(3) of the proposed AD contains a typographical error. Paragraph (d)(3) should read "perform the ultrasonic inspection required by paragraph (d) of this AD." Paragraph (d)(3) currently references paragraph (b). The FAA acknowledges a typographical error, and has revised paragraph (d)(3) of the final rule accordingly.

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 with the change previously described. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 23 Model A300 series airplanes and 45 Model A300-600 series airplanes of U.S. registry that will be affected by this AD.

The inspections that are currently required by AD 85-07-04, and applicable to the Model A300 series airplanes, take approximately 6 work hours per airplane, per inspection cycle, to accomplish at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of the actions required by AD 85-07-04 on U.S. operators of these airplanes is estimated to be \$8,280, or \$360 per airplane, per inspection cycle.

The inspections that are required by this new AD, and applicable to Model A300-600 series airplanes will take approximately 6 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of these new requirements on U.S. operators of these airplane is estimated to be \$16,200, or \$360, per airplane, per inspection cycle.

The total 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.

Should an operator of a Model A300-600 series airplane elect to accomplish the optional terminating action rather than continue the repetitive inspections, it would take approximately 55 work hours to accomplish it, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of this optional terminating action would be \$3,300 per airplane.

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), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-5027 (49 FR 45755, April 2, 1985), and by adding a new airworthiness directive (AD), amendment 39-9395, to read as follows:

95-21-09 Airbus Industrie: Amendment 39-9395. Docket 94-NM-243-AD. Supersedes AD 85-07-04, Amendment 39-5027.

Applicability: All Model A300 and A300-600 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 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 use the authority provided in paragraph (f) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent asymmetry of the No. 2 flaps, accomplish the following:

Note 2: Paragraph (a) of this AD restates the requirement for an initial and repetitive inspections contained in paragraph A. of AD 85-07-04. Therefore, for operators who have previously accomplished at least the initial inspection in accordance with AD 85-07-04, paragraph (a) of this AD requires that the next scheduled inspection be performed within the intervals specified in (a)(1), (a)(2), or (a)(3), as applicable, after the last inspection performed in accordance with paragraph A. of AD 85-07-04.

Note 3: Measurement of crack length is performed by measurement of the probe displacement (perpendicular to symmetry plane of beam) between defect indication appearance and its complete disappearance. The bolt hole indication should not be interpreted as an indication of a defect. These two indications appear very close together because the defects originate from the bolt holes.

(a) For Model A300 series airplanes: Prior to the accumulation of 15,000 total landings, or within the next 120 days after May 9, 1985 (the effective date of AD 85-07-04, amendment 39-5027), whichever occurs later, inspect for cracking of the base steel member and light alloy side members of the No. 2 flap beams, left hand and right hand, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-116, Revision 6, dated July 16, 1993.

Note 4: Inspections required by paragraph (a) of this AD that have been accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A300-57-116, Revision 1, dated August 27, 1983; Revision 2, dated April 24, 1984; Revision 3, dated July 20, 1984; Revision 4, dated August 13, 1986; or Revision 5, dated July 10, 1989; as applicable; are considered acceptable for compliance with the applicable action specified in this amendment.

(1) If no cracking is detected: Except as provided by paragraph (c) of this AD, repeat the inspection at intervals not to exceed 1,700 landings until the requirements of paragraph (b) of this AD are accomplished.

(2) If any crack is detected that is less than or equal to 4 mm: Repeat the inspection at intervals not to exceed 250 landings, until the requirements of paragraph (b) of this AD are accomplished.

(3) If any crack is detected that exceeds 4 mm: Prior to further flight, replace the flap beam in accordance with the service bulletin, and prior to the accumulation of 15,000 flight cycles on the replaced flap beam, perform the ultrasonic inspection as required by paragraph (b) of this AD.

(b) For Model A300 series airplanes: Prior to the accumulation of 15,000 total landings, or within the next 1,000 landings after the effective date of this AD, whichever occurs later, perform an ultrasonic inspection to detect cracking of the No. 2 flap beams, in accordance with Airbus Service Bulletin No. A300-57-116, Revision 6, dated July 16, 1993. Accomplishment of this inspection terminates the inspection required by paragraph (a) of this AD.

(1) If no cracking is detected: Except as provided by paragraph (c) of this AD, repeat

the ultrasonic inspections thereafter at intervals not to exceed 1,700 landings.

(2) If any crack is detected beyond the bolt hole, and that crack is less than or equal to 4 mm in length: Repeat the ultrasonic inspections thereafter at intervals not to exceed 250 landings.

(3) If any crack is detected beyond the bolt hole and that crack is greater than 4 mm in length: Prior to further flight, replace the flap beam in accordance with the service bulletin, and prior to the accumulation of 15,000 flight cycles on the replaced flap beam, perform the ultrasonic inspection as required by this paragraph.

(c) For Model A300 series airplanes: After accomplishing the initial inspection required by paragraph (b) of this AD, accomplishment of either paragraph (c)(1) or (c)(2) of this AD extends the fatigue life of the No. 2 flap track beam as specified in those paragraphs, provided that no cracking is detected during any inspection required by paragraph (a) or (b) of this AD.

(1) Removal of any damage and the installation of larger diameter bolts on the No. 2 flap track beam (Modification No. 4740), in accordance with Airbus Service Bulletin No. A300-57-128, Revision 3, dated January 26, 1990, extends the interval for the first repetitive inspection required by paragraph (b) of this AD from 1,700 landings to 12,000 landings, provided that Modification No. 4740 is accomplished prior to the accumulation of 16,700 total landings on the flap beams. Following accomplishment of the first repetitive inspection, subsequent repetitive inspections shall be performed at intervals not to exceed 1,700 landings. Or

(2) Cold working of the bolt holes and the installation of larger diameter bolts on the No. 2 flap track beam (Modification No. 5815), in accordance with Airbus Service Bulletin No. A300-57-141, Revision 7, dated July 16, 1993, extends the interval for the first repetitive inspection required by paragraph (b) of this AD from 1,700 landings to the interval specified in paragraph (c)(2)(i) or (c)(2)(ii) of this AD.

(i) If interference fit bolts that are 15/32-inch in diameter are fitted, the interval for the first repetitive inspection required by paragraph (b) of this AD is extended to 22,000 landings, provided that Modification 5815 is accomplished prior to the accumulation of 16,700 total landings on the flap beam. Following accomplishment of the first repetitive inspection required by paragraph (b) of this AD, subsequent repetitive inspections shall be performed at intervals not to exceed 1,700 landings. Or

(ii) If interference fit bolts that are 7/16- or 3/8-inch in diameter are fitted, the interval for the first repetitive inspection required by paragraph (b) of this AD is extended to 33,000 landings, provided that Modification 5815 is accomplished prior to the accumulation of 16,700 total landings on the flap beam. Following accomplishment of the first repetitive inspection required by paragraph (b) of this AD, subsequent repetitive inspections shall be performed at intervals not to exceed 1,700 landings.

(d) For Model A300-600 series airplanes: Prior to the accumulation of 15,000 total

landings, or within the next 1,000 landings after the effective date of this AD, whichever occurs later, perform an ultrasonic inspection to detect cracking of the No. 2 flap track beams, in accordance with Airbus Service Bulletin No. A300-57-6005, Revision 2, dated December 16, 1993.

(1) If no cracking is detected, repeat the ultrasonic inspections thereafter at intervals not to exceed 1,700 landings.

(2) If any crack is detected beyond the bolt hole and that crack is less than or equal to 4 mm in length: Repeat the ultrasonic inspections thereafter at intervals not to exceed 250 landings.

(3) If any crack is detected beyond the bolt hole and that crack is greater than 4 mm in length: Prior to further flight, replace the flap beam in accordance with the service bulletin, and prior to the accumulation of 15,000 landings on the replaced flap beam, perform the ultrasonic inspection required by paragraph (d) of this AD.

(e) For Model A300-600 series airplanes: Installation of oversized transition fit bolts in cold-worked holes, in accordance with

Airbus Service Bulletin No. A300-57-6006 (Modification 5815), Revision 4, dated July 25, 1994, constitutes terminating action for the repetitive inspection requirements of paragraph (d) of this AD, provided that no cracking is detected during any inspection required by paragraph (d) of this AD, and provided that the installation is accomplished prior to the accumulation of 15,000 total landings. If any bolt requires oversizing above 7/16-inch diameter during accomplishment of this installation, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

Note 5: If Airbus Service Bulletin No. A300-57-6005, Revision 2, dated December 16, 1993, is accomplished concurrently with Airbus Service Bulletin No. A300-57-6006, Revision 3, dated December 16, 1993 (Modification 5815), the ultrasonic inspection for cracking required by paragraph (d) of this AD need not be performed since the eddy current inspection detailed for Modification 5815 is more comprehensive.

(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 6: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the 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 actions shall be done in accordance with the following Airbus service bulletins, which contain the specified list of effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
A300-57-116, Revision 6, July 16, 1993	1-11	6	July 16, 1993.
A300-57-128, Revision 3, January 26, 1990	1	3	January 26, 1990.
	2-5	1	February 7, 1986.
	6-14	Original	August 27, 1983.
A300-57-141, Revision 7, July 16, 1993	1-24	7	July 16, 1993.
A300-57-6005, Revision 2, December 16, 1993	1-4	2	December 16, 1993.
	5-7, 9	1	February 26, 1993.
	8	Original	August 13, 1986.
A300-57-6006, Revision 4, July 25, 1994	1, 2, 5, 7	4	July 25, 1994.
	3, 4, 6, 8-20	3	December 16, 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.

(i) This amendment becomes effective on November 17, 1995.

Issued in Renton, Washington, on October 3, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-25029 Filed 10-17-95; 8:45 am]

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14 CFR Part 39

[Docket No. 95-NM-174-AD; Amendment 39-9391; AD 95-21-06]

Airworthiness Directives; Airbus Model A330 and A340 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A330 and A340 series airplanes. This action requires replacement of the fire extinguisher distribution pipe and attachments in the lower deck cargo compartment fire extinguishing system. This amendment is prompted by a report indicating that, in response to a smoke warning in the forward cargo compartment on one airplane, bottle 2

of the fire extinguishing system did not discharge extinguishing agent into the cargo compartment due to a blockage of the discharge pipe by debris within it. The actions specified in this AD are intended to ensure that, in the event of a fire, adequate fire extinguishing agent is discharged into the cargo compartment.

DATES: Effective November 2, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 2, 1995.

Comments for inclusion in the Rules Docket must be received on or before December 18, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-