

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]

BILLING CODE 4910-13-U

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-

174-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

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 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.

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: The Direction Generale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Airbus Model A330 and A340 series airplanes. The DGAC advises that one operator has reported that, in response to a forward cargo compartment smoke warning, the cargo fire extinguishers were fired. Bottle #1 discharged extinguishing agent into the cargo compartment normally; however, bottle #2 did not discharge. Investigation revealed that debris from the cartridge/disc from bottle #1 had partially clogged the discharge pipe, which then prevented the extinguishing agent from being discharged from bottle #2. This condition, if not corrected, could result in an inadequate amount of fire extinguishing agent being discharged to the cargo compartment in the event of a fire.

Airbus has issued three service bulletins relevant to this problem:

1. Service Bulletin A330-26-3002, dated March 29, 1994, which is applicable to Model A330 series airplanes;
2. Service Bulletin A340-26-4007, Revision 1, dated May 16, 1994, which is applicable to Model A340 series airplanes; and
3. Service Bulletin A340-26-4007, Revision 2, dated November 22, 1994, which also is applicable to Model A340 series airplanes.

These service bulletins describe procedures for installing a modified discharge pipe between bottle #2 and the halon filter in the fire extinguishing system of the lower deck cargo compartment. The modified pipe entails two new hoses with an increased diameter and larger elbow radius, which will prevent the blockage problems caused by debris in the discharge pipe.

The DGAC classified these service bulletins as mandatory and issued

French Airworthiness Directives (CN) 94-117-001(B), dated May 11, 1994, which is applicable to Model A330 series airplanes; and 94-118-007(B), dated May 11, 1994, which is applicable to Model A340 series airplanes; in order to assure the continued airworthiness of these airplanes in France.

These airplane models are manufactured in France and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.19) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD is being issued to ensure that, in the event of a fire, adequate fire extinguishing agent is discharged into the cargo compartment. This AD requires replacing the fire extinguisher distribution pipe and attachments of the extinguishing system of the lower deck cargo compartment with a modified pipe assembly. The actions are required to be accomplished in accordance with the service bulletins described previously.

None of the Model A330 or A340 series airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 8 work hours to accomplish the required actions, at an average labor charge of \$60 per work hour. Required parts would be provided free of charge by the manufacturer. Based on these figures, the total cost impact of this AD would be \$480 per airplane.

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional

burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the Federal Register.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-174-AD." The postcard will be date stamped and returned to the commenter.

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 adding the following new airworthiness directive:

95-21-06 Airbus: Amendment 39-9391. Docket 95-NM-174-AD.

Applicability: Model A330-301 series airplanes, and Model A340-211, -212, -311, and -312 series airplanes; on which Airbus Modification 42451 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 use the authority provided in paragraph (b) 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 ensure that, in the event of a fire, adequate fire extinguishing agent is discharged into the cargo compartment, accomplish the following:

(a) Within 450 flight hours after the effective date of this AD, replace the fire extinguisher distribution pipe and attachments of the lower deck cargo compartment fire extinguishing system in accordance with Airbus Service Bulletin A330-26-3002, dated March 29, 1994 (for Model A330 series airplanes); or Airbus

Service Bulletin A340-26-4007, Revision 1, dated May 16, 1994, or Revision 2, dated November 22, 1994 (applicable to Model A340 series airplanes).

(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 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 replacement shall be done in accordance with Airbus Service Bulletin A330-26-3002, dated March 29, 1994; and Airbus Service Bulletin A340-26-4007, Revision 1, dated May 16, 1994, or Airbus Service Bulletin A340-26-4007, Revision 2, dated November 22, 1994; as applicable. These service bulletins contain the following list of effective pages:

Service bulletin No. and date	Page No.	Revision level shown on page	Date shown on page
A330-26-3002, March 29, 1994	1-11	(Original)	March 29, 1994.
A340-26-4007, Revision 1, May 16, 1994	1-11	1	May 19, 1994.
A340-26-4007, Revision 2, November 22, 1994	1	2	November 22, 1994.
	2-11	1	May 16, 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.

(e) This amendment becomes effective on November 2, 1995.

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

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-25030 Filed 10-17-95; 8:45 am]

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14 CFR Part 39

[Docket No. 94-NM-133-AD; Amendment 39-9394; AD 95-21-08]

Airworthiness Directives; Boeing Model 757 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Boeing Model 757 series airplanes, that requires modification of the engine fuel indication circuits. This amendment is prompted by numerous reports of false indications of engine fuel valve faults, which have led to the flight crew conducting rejected takeoffs (RTO). The actions specified by this AD are intended to reduce such false

indications and the flight crew's consequent execution of an RTO at high speed during takeoff roll, which could result in the airplane overrunning the runway, damage to the airplane, and injury to airplane occupants.

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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW.,