

on the end of the pylon heat shield. This modification will seal the gap (opening) in the fire wall between the areas in zone 1 and zone 2, thus creating a fire barrier for both engines. The DGAC classified this service bulletin as mandatory and issued French airworthiness directive 94-167-057 (B), dated July 20, 1994, in order to assure the continued airworthiness of these airplanes in France.

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) 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, the proposed AD would require modification of the fire wall of each engine. The actions would be required to be accomplished in accordance with the service bulletin described previously.

The FAA estimates that 108 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 2 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would be supplied by the manufacturer at no cost to operators. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$12,960, or \$120 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption

ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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), 40101, 40113, 44701.

39.13 [Amended]

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

Airbus Industrie: Docket 95-NM-89-AD.

Applicability: Model A320-231 series airplanes on which Airbus Modification 23929 (reference Airbus Service Bulletin A320-78-1009) 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 prevent propagation of a fire through a gap (opening) in the fire wall as a result of an improperly sealed fire wall in the event of an engine fire, accomplish the following:

(a) Within 9 months after the effective date of this AD, modify the fire wall of each engine in accordance with Airbus Service Bulletin A320-78-1009, dated October 13, 1993.

(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.

Issued in Renton, Washington, on November 2, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-27647 Filed 11-7-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-66-AD]

Airworthiness Directives; Airbus Model A310 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to all Airbus Model A310 series airplanes, that currently requires inspections to detect cracks in the area of the shock absorber attachment at the top of the barrel at the main landing gear (MLG), a measurement of the gap between the barrel and the shock absorber attachment; and corrective action, if necessary. That AD was prompted by a report of the rupture of the aft hinge arm of the left MLG barrel. This action would require a measurement of the gap between the washer and barrel of the MLG, eddy current inspections to detect cracking of the MLG barrel, correction of any discrepancy, and accomplishment

of certain other follow-on actions. Terminating actions would also be provided by this proposal. The actions specified by the proposed AD are intended to prevent collapse of the MLG.

DATES: Comments must be received by December 19, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-66-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; and Messier Services, 45635 Willow Pond Plaza, Sterling, Virginia 20164. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Phil Forde, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2146; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice

must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-66-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-66-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On December 3, 1991, the FAA issued AD 91-22-52, amendment 39-8119 (57 FR 5372, February 14, 1992), applicable to all Airbus Model A310 series airplanes. That AD requires repetitive inspections of the main landing gear (MLG) to detect cracks in the area of the shock absorber attachment at the top of the barrel, and repair, if necessary; and a measurement of the gap between the barrel and the shock absorber attachment, and corrective action, if necessary. That action was prompted by a report of the rupture of the aft hinge arm of the left MLG barrel. The requirements of that AD are intended to prevent the collapse of the MLG.

Description of New Service Information

Since the issuance of that AD, Messier Bugatti has issued Airbus A310 Service Bulletin 470-32-726, Revision 2, dated February 8, 1994. This service bulletin describes procedures for:

1. Performing a measurement of the gap between the washer and barrel of the MLG;
2. Coating the MLG barrel and shock absorber connecting rod nut with a rubber sealant, for certain airplanes;
3. Performing a gap recovery procedure, and visual inspections to detect cracks of the MLG barrel, if the gap is equal to or greater than 1 mm (0.04 in.);
4. Replacing the barrel with a modified barrel, if any crack is detected, which eliminates the need for further inspections;
5. Removing the rubber sealant;
6. Performing an eddy current inspection to detect cracks of the MLG barrel; and
7. Performing repetitive gap measurements, repetitive eddy current and visual inspections; or installing a new bushing and replacement of the bronze washer, if no cracks are detected following accomplishment of the eddy current inspection, which terminates the need for repetitive inspections.

Accomplishment of the installation of a new bushing and replacement of the

bronze washer, or the replacement of the barrel with a modified barrel will positively address the unsafe condition identified as the collapse of the MLG.

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, classified Messier Bugatti Airbus A310 Service Bulletin 470-32-726, Revision 2, as mandatory and issued French airworthiness directive (CN) 91-234-127(B)R2, dated December 22, 1993, in order to assure the continued airworthiness of these airplanes in France.

Description of the Proposed AD

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) 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, the proposed AD would supersede AD 91-22-52 to completely revise the required actions.

Paragraph (a) of the proposed AD would require a measurement of the gap between the washer and barrel of the main landing gear (MLG).

Paragraph (b) of the proposed AD specifies actions that would be required if the gap measurement is within certain limits. These actions entail either no action, for certain airplanes; or coating the MLG barrel and shock absorber connecting rod nut with a rubber sealant, for other airplanes.

Paragraph (c) of the proposed AD specifies actions that would be required if the gap measurement is outside of certain limits. These actions entail performing a gap recovery procedure and conducting repetitive visual inspections to detect cracks of the MLG barrel.

Paragraph (d) of the proposed AD would require eddy current inspections to detect cracking of the MLG barrel. If no cracking is detected, operators would be required to perform various follow-on actions, which include repetitive gap measurements, eddy current inspections, and visual inspections; installation of a new bushing and

replacement of the bronze washer with a stainless steel washer would terminate these actions. If cracking is detected, the barrel would be required to be replaced with a modified barrel, which would terminate any further action required by the AD.

The proposed actions would be required to be accomplished in accordance with the Messier Bugatti Airbus A310 service bulletin described previously.

Differences Between the Proposed AD and Referenced Service Bulletin

The FAA has determined that installation of a new bushing on crack-free barrel having no oxidation of the cadmium plating may not ensure that the cadmium plating would not degrade and allow stress corrosion to occur. Table No. 3 of the referenced Messier Bugatti Airbus A310 service bulletin recommends that these new bushing be installed at the next overhaul. However, the FAA finds that, since overhaul schedules vary from operator to operator, the next overhaul for some operators may not occur for several years. Therefore, operators should note that the requirements of paragraph (d) of the proposed AD would differ from the recommendations of the service bulletin in that, in lieu of that bushing installation, it would require either repetitive gap measurements and eddy current inspections at intervals not to exceed 2 years, or installation of a new bushing and replacement of the bronze washer at the upper part of the MLG barrel with a stainless steel washer (which would terminate further inspections).

Economic Impact

The FAA estimates that 18 airplanes of U.S. registry would be affected by this proposed AD.

To accomplish the proposed gap measurements, visual inspections, and other follow-on actions would require approximately 5 work hours per airplane, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of these proposed actions on U.S. operators is estimated to be \$5,400, or \$300 per airplane, per cycle.

To accomplish the proposed eddy current inspections would require approximately 8 work hours per airplane, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of these proposed inspections on U.S. operators is estimated to be \$8,640, or \$480 per airplane, per inspection cycle.

Based on the figures discussed above, the total cost impact of this AD on U.S.

operators is estimated to be \$14,040, or \$780 per airplane, per cycle. This total cost impact figure is based on assumptions that no operator has yet accomplished any of the proposed 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 proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption

ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-8119 (57 FR 5372, February 14, 1992), and by adding

a new airworthiness directive (AD), to read as follows:

Airbus Industrie: Docket 95-NM-66-AD. Supersedes AD 91-22-52, Amendment 39-8119.

Applicability: Model A310 series airplanes on which Airbus Modification 1033 (reference Airbus Service Bulletin A310-32-2066, Revision 1, dated January 30, 1992) 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 (e) 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 collapse of the main landing gear (MLG), accomplish the following:

(a) Perform a measurement of the gap between the washer and barrel at the times specified in paragraph (a)(1) or (a)(2) of this AD, as applicable, in accordance with Messier Bugatti Airbus A310 Service Bulletin 470-32-726, Revision 2, dated February 8, 1994.

(1) For airplanes equipped with MLG barrels applicable to Table No. 1 of the service bulletin: Perform the measurement within 8 days after the effective date of this AD.

(2) For airplanes equipped with MLG barrels applicable to Table No. 2 of the service bulletin: Perform the measurement within 3 months after the effective date of this AD.

(b) If the gap measurement is less than 1 mm (0.04 in.): Accomplish either paragraph (b)(1) or (b)(2) of this AD, as applicable.

(1) For airplanes equipped with MLG barrels applicable to Table No. 1 of the service bulletin: No further action is required by this paragraph for those airplanes.

(2) For airplanes equipped with MLG barrels applicable to Table No. 2 of the service bulletin: Prior to further flight, coat the MLG barrel and shock absorber connecting rod nut with a rubber sealant in accordance with Messier Bugatti Airbus A310 Service Bulletin 470-32-726, Revision 2, dated February 8, 1994.

(c) If the gap is equal to or greater than 1 mm (0.04 in.): Accomplish paragraphs (c)(1), (c)(2), and (c)(3) of this AD, as applicable, in accordance with Messier Bugatti Airbus A310 Service Bulletin 470-32-726, Revision 2, dated February 8, 1994.

(1) For all airplanes: Within 15 days after accomplishing the measurement required by paragraph (a) of this AD, perform a gap recovery procedure in accordance with paragraph 2.B.(5) of the Accomplishment Instructions of the service bulletin.

(2) For airplanes equipped with MLG barrels applicable to Table No. 2 of the service bulletin: Prior to further flight after accomplishing the gap recovery procedure required by paragraph (c)(1) of this AD, coat the MLG barrel and connecting rod nut with a rubber sealant in accordance with the service bulletin.

(3) For all airplanes: Within 15 days after accomplishing the measurement required by paragraph (a) of this AD, perform a visual inspection to detect cracks of the MLG barrel, in accordance with paragraph 2.B.1 of the Accomplishment Instructions of the service bulletin.

(i) If no crack is detected: Repeat the visual inspection thereafter at intervals not to exceed 7 days until the eddy current inspection required by paragraph (d) of this AD is accomplished.

(ii) If any crack is detected: Prior to further flight, replace the MLG barrel with a barrel that has been modified in accordance with Messier Bugatti Service Bulletin 470-32-640, dated July 11, 1988, and Messier Bugatti Service Bulletin 470-32-763, dated February 28, 1994. Accomplishment of this replacement shall be done in accordance with Messier Bugatti Airbus A310 Service Bulletin 470-32-726, Revision 2, dated February 8, 1994. After accomplishment of this replacement, no further action is required by this AD.

(d) Except as provided by paragraph (c)(3)(ii) of this AD (MLG barrel replacement): Following accomplishment of either paragraph (b) or (c) of this AD, and at the applicable times specified in Table No. 1 and Table No. 2 of Messier Bugatti Airbus A310 Service Bulletin 470-32-726, Revision 2, dated February 8, 1994, remove the rubber sealant and perform an eddy current inspection to detect cracks of the MLG barrel in accordance with Table No. 3 of that service bulletin.

(1) If no crack is detected: At the times specified in Table No. 3 of the service bulletin, perform the various follow-on actions in accordance with the service bulletin. (The follow-on actions include repetitive gap measurements, repetitive eddy current and visual inspections, installation of a new bushing, and replacement of the bronze washer with a stainless steel washer.)

(i) However, in lieu of installing a new bushing on crack-free barrels having no oxidation of the cadmium plating at the next overhaul, as specified in the service bulletin, operators must either repeat the gap measurement and eddy current inspection at intervals not to exceed 2 years, or install a new bushing and replace the bronze washer at the upper part of the MLG barrel with a stainless steel washer, in accordance with the service bulletin.

(ii) After accomplishment of the installation of a new bushing (reference Messier Bugatti Service Bulletin 470-32-640) and the replacement of the bronze washer (reference Messier Bugatti Service Bulletin

470-32-763), no further action is required by this AD.

(2) If any crack is detected: Prior to further flight, replace the barrel with a barrel that has been modified in accordance with Messier Bugatti Service Bulletin 470-32-640, dated July 11, 1988, and Messier Bugatti Service Bulletin 470-32-763, dated February 28, 1994. Accomplishment of this replacement shall be done in accordance with the Messier Bugatti Airbus A310 Service Bulletin 470-32-726, Revision 2, dated February 8, 1994. After accomplishment of this replacement, no further action is required by this AD.

(e) 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.

(f) 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.

Issued in Renton, Washington, on November 2, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-27648 Filed 11-7-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-79-AD]

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Saab Model SAAB SF340A and SAAB 340B series airplanes. This proposal would require repetitive operational tests of the valve limit switch of the propeller brake. This proposal also provides for an optional terminating action for the repetitive tests. This proposal is prompted by a report that when the propeller brake was not properly engaged the crew did not receive a "PROP BRAKE" warning due to a faulty valve limit switch. The

actions specified by the proposed AD are intended to prevent a valve limit switch from failing to send input to the warning system; absence of a "PROP BRAKE" warning could result in the crew being unaware that the propeller brake is not properly engaged and the propeller may turn without warning.

DATES: Comments must be received by December 19, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-79-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from SAAB Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Ruth Harder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-1721; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice