

BILLING CODE 4910-13-C

Issued in Renton, Washington, on February 27, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-5253 Filed 3-6-96; 8:45 am]

BILLING CODE 4910-13-U**14 CFR Part 39**

[Docket No. 96-NM-34-AD; Amendment 39-9531; AD 96-05-05]

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 inlet filter in the spoiler servo-controls and installation of a lockwire. This amendment is prompted by reports of leakage of hydraulic fluid at the inlet filter plug of the spoiler actuator as a result of inadequate torque of the filter plug, and reports of broken lockwires.

The actions specified in this AD are intended to prevent loss of hydraulic fluid to the extent that a complete failure of the associated hydraulic system could occur. Such a loss, when combined with other hydraulic system failures, could reduce the controllability of the airplane.

DATES: Effective March 22, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 22, 1996.

Comments for inclusion in the Rules Docket must be received on or before May 6, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-34-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 Générale 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 there have been several reports of external leakage of hydraulic fluid on these airplanes due to loose filter plugs of the spoiler actuators. Almost all of the inspected plugs were found to have a torque value below the necessary 69.1 Nm, and had to be re-tightened. Additionally, there have been at least four reports of broken lockwires found on these components. This condition, if not corrected, could result in loss of hydraulic fluid to the extent that a complete failure of the associated hydraulic system could occur. Such a failure, when combined with other hydraulic system failures, could reduce the controllability of the airplane.

Airbus Industrie has issued Service Bulletin A330-27-3034 (for Model A330 series airplanes) and Service Bulletin A340-27-4041 (for Model A340 series airplanes), both dated June 21, 1995. These service bulletins describe procedures for replacement of the inlet filter in each of the 12 spoiler servo-controls located at surface position 1 to 6 (left-hand and right-hand). The service bulletins also describe procedures for securing these filters with lockwires. (These service bulletins also refer to Feinmechanische Werke Mainz Service Bulletin MZ4306000-27-001 for detailed installation instructions.) The actions specified in these service bulletins will prevent leakage and loosening of the spoiler servo-control filter and plug. The DGAC classified the Airbus service bulletins as mandatory and issued French Airworthiness Directive (CN) 95-149-015(B) (applicable to Model A330 series airplanes) and CN 95-147-026(B) (applicable to Model A340 series airplanes), both dated July 29, 1995, 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 prevent the loss of hydraulic fluid to the extent that a complete failure of the associated hydraulic system could occur. This AD requires replacement of the inlet filter in each of the 12 spoiler servo-controls located at surface position 1 to 6 (left-hand and right-hand); and the installation of associated lockwires. 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 14 work hours to accomplish the required actions, at an average labor charge of \$60 per work hour. Required parts would be provided by the manufacturer at no charge to the operator. Based on these figures, the cost impact of this AD would be \$840 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 96-NM-34-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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

96-05-05 Airbus: Amendment 39-9531.
Docket 96-NM-34-AD.

Applicability: Model A330-301, -321, -322, -341, and -342 series airplanes; and Model A340-211, -212, -311, and -312 series airplanes; on which Airbus Modification No. 42724 or its production equivalent 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 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 the loss of hydraulic fluid to the extent that a complete failure of the associated hydraulic system could occur, accomplish the following:

(a) Within 18 months after the effective date of this AD, replace the inlet filter in each of the 12 spoiler servo-controls located at surface position 1 through 6 (left-hand and right-hand), inclusive, and secure with lockwire, in accordance with either Airbus Service Bulletin A330-27-3034 (for Model A330 series airplanes) or Airbus Service Bulletin A340-27-4041 (for Model A340 series airplanes), both dated June 21, 1995, as applicable.

(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 actions shall be done in accordance with Airbus Service Bulletin A330-27-3034 (for Model A330 series airplanes), dated June 21, 1995; or Airbus Service Bulletin A340-27-4041 (for Model A340 series airplanes), dated June 21, 1995. 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 March 22, 1996.

Issued in Renton, Washington, on February 28, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-5079 Filed 3-6-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-37-AD; Amendment 39-9530; AD 96-05-04]

Airworthiness Directives; McDonnell Douglas Model MD-11 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 McDonnell Douglas Model MD-11 series airplanes. This action requires the installation of a control cable guard to separate the flight control cables from the electrical wiring of the aft left cabin attendant console. This amendment is prompted by reports of burnt electrical wire cable in the cabin attendant console that was caused by chafing of the wire cable against certain flight control cables. The actions specified in this AD are intended to prevent chafing of these wire cables, which could result in a fire hazard or damage to critical flight control cables.

DATES: Effective March 22, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 22, 1996.

Comments for inclusion in the Rules Docket must be received on or before May 6, 1996.