

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, 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), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

AD No. 95-24-12. Jetstream Aircraft Limited: Amendment 39-9442; Docket No. 95-CE-26-AD.

Applicability: Model 3201 Airplanes (all serial numbers), 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 request approval for an alternative method of compliance in accordance with paragraph (e) 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 in the body of this AD, unless already accomplished.

To prevent the main landing gear (MLG) bay forward lower edge wing skin structure from cracking, which, if not detected and corrected, could cause failure of the wing structure and loss of control of the airplane, accomplish the following:

(a) Upon accumulating 4,000 hours time-in-service (TIS) or within the next 200 hours TIS after the effective date of this AD, whichever occurs later, inspect the MLG bay forward lower edge wing skin structure adjacent to the main spar for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream Service Bulletin (SB) 57-A-JA920540, Original Issue September 1, 1992.

(1) If cracks are found, prior to further flight, replace the existing doublers with joggled doublers of improved design in

accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 57-A-JA920540, Original Issue September 1, 1992.

(2) If no cracks are found, re-inspect the MLG bay forward lower edge wing skin structure at intervals not to exceed 600 hours TIS until modified as specified in paragraph (b) of this AD.

(b) Upon accumulating 9,000 hours TIS or within the next 200 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished as specified in paragraph (a)(1) of this AD, replace the existing doublers with joggled doublers of improved design in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 57-A-JA920540.

(c) Replacing the joggled doublers as required by paragraph (a)(1) or (b) of this AD eliminates the repetitive inspection requirements of this AD.

(d) 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.

(e) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Office.

(f) The inspection and modification required by this AD shall be done in accordance with SB 57-A-JA920540, Original Issue September 1, 1992. 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 Jetstream Aircraft Limited, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington DC 20041-6029. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(g) This amendment (39-9442) becomes effective on January 9, 1996.

Issued in Kansas City, Missouri, on November 17, 1995.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-30133 Filed 12-8-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-145-AD; Amendment 39-9455; AD 95-25-09]

Airworthiness Directives; Airbus Model A310 and A300-600 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A310 and A300-600 series airplanes, that requires that certain flight control computers be modified so that the autopilot will disengage when the airplane is in the "go-around" mode under certain conditions. This amendment is prompted by an accident in which the flight crew may have initiated an inadvertent go-around which, following several subsequent actions by the crew and automated system, placed the airplane in a severe out-of-trim condition. The actions specified by this AD are intended to prevent an out-of-trim condition between the trimmable horizontal stabilizer and the elevator, which may severely reduce controllability of the airplane.

EFFECTIVE DATE: Effective January 10, 1996.

ADDRESSES: Information concerning this AD may be obtained from or examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

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: 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 Airbus Model A310 and A300-600 series airplanes was published in the Federal Register on October 17, 1994 (59 FR 52273). That action proposed to require modification of flight control computers (FCC's) having part numbers (P/N's) B216ABM6, B350AAM1, B350AAM2, and B350AAM3 (for Model A310 series airplanes); and P/N's B297AAM3, B297AAM4, and B297AAM5 (for Model A300-600 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.

Two commenters support the proposed rule.

One commenter points out that the Discussion section of the preamble to the notice incorrectly stated that "the flight crew may have attempted a go-around while the airplane was in an out-of-trim condition." The commenter asserts that the subject airplane was correctly trimmed prior to the accident. The FAA acknowledges that the event that prompted the AD could be described more accurately. Therefore, the FAA has revised the Summary section and the statement of unsafe condition in the final rule.

The FAA has recently reviewed the figures it has used over the past several years in calculating the economic impact of AD activity. In order to account for various inflationary costs in the airline industry, the FAA has determined that it is necessary to increase the labor rate used in these calculations from \$55 per work hour to \$60 per work hour. The economic impact information, below, has been revised to reflect this increase in the specified hourly labor rate.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been included in this rule to clarify this long-standing requirement.

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

The FAA estimates that 15 Model A310 series airplanes and 36 Model A300-600 series airplanes of U.S. registry will be affected by this AD.

Since the manufacturer has not yet developed one specific modification

commensurate with the requirements of this AD, the FAA is unable at this time to provide specific information as to the number of work hours or cost of parts that would be required to accomplish the required modification. A further problem in developing a specific cost estimate is the fact that modification costs are expected to vary from operator to operator and from airplane to airplane depending upon airplane configuration. The compliance time of 24 months should provide ample time for the development, approval, and installation of an appropriate modification.

However, based on similar modifications accomplished previously on other FCC's installed on other airplane models, the FAA can reasonably estimate that the required modification may require as few as 2 work hours or as many as 50 work hours to accomplish, at an average labor rate of \$60 per work hour. The cost of required parts could range from a negligible amount to as much as \$1,500 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be between \$6,120 (\$120 per airplane) and \$229,500 (\$4,500 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, 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:

95-25-09 Airbus Industrie: Amendment 39-9455. Docket 94-NM-145-AD.

Applicability: Model A310 series airplanes equipped with flight control computers (FCC) having part number (P/N) B216ABM6, B350AAM1, B350AAM2, or B350AAM3; and Model A300-600 series airplanes equipped with FCC's having P/N B297AAM3, B297AAM4, or B297AAM5; 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 (c) 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 an out-of-trim condition between the trimmable horizontal stabilizer and the elevator, which may severely reduce controllability of the airplane, accomplish the following:

(a) Within 24 months after the effective date of this AD, modify the FCC's in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(b) As of 24 months after the effective date of this AD, no person shall install an FCC having P/N B216ABM6, B350AAM1, B350AAM2, or B350AAM3 on any Model A310 series airplane; and P/N B297AAM3, B297AAM4, or B297AAM5 on any Model A300-600 series airplane.

(c) 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.

(d) 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.

(e) This amendment becomes effective on January 10, 1996.

Issued in Renton, Washington, on December 5, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-30134 Filed 12-8-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 93-NM-219-AD; Amendment 39-9454; AD 95-20-04 R1]

Airworthiness Directives; Lockheed Model L-1011-385-1 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to all Lockheed Model L-1011-385-1 series airplanes, that currently requires implementation of a Supplemental Inspection Document (SID) program of structural inspections to detect fatigue cracking, and repair, if necessary, to ensure continued airworthiness of these airplanes as they approach the manufacturer's original fatigue design life goal. That AD originally was prompted by a structural re-evaluation by the manufacturer that identified certain structural details where fatigue damage is likely to occur. The actions specified in that AD are intended to prevent fatigue cracking that could compromise the structural integrity of these airplanes. This amendment corrects the compliance time for the initial inspection of each structurally significant detail (SSD).

DATES: Effective November 2, 1995.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of November 2, 1995 (60 FR 51713, October 3, 1995).

ADDRESSES: The service information referenced in this AD may be obtained

from Lockheed Aeronautical Systems Support Company, Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Thomas Peters, Aerospace Engineer, Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7367; fax (404) 305-7348.

SUPPLEMENTARY INFORMATION: On September 20, 1995, the FAA issued AD 95-20-04, amendment 39-9382 (60 FR 51713, October 3, 1995), applicable to all Lockheed Model L-1011-385-1 series airplanes. That AD requires implementation of a Supplemental Inspection Document (SID) program of structural inspections to detect fatigue cracking, and repair, if necessary, to ensure continued airworthiness of these airplanes as they approach the manufacturer's original fatigue design life goal. That action was prompted by a structural re-evaluation by the manufacturer that identified certain structural details where fatigue damage is likely to occur. The actions required by that AD are intended to prevent fatigue cracking that could compromise the structural integrity of these airplanes.

Since the issuance of that AD, the FAA has received communications from an affected operator indicating confusion about the compliance time for accomplishing the inspections of each structurally significant detail (SSD). This operator points out that the AD specifies, first, that the inspections contained in the SID must be incorporated into the FAA-approved maintenance program within 12 months after the effective date of the AD. Second, the AD requires that the initial inspection of each SSD must be accomplished within one repeat interval after the effective date of the AD. The operator points out that this presents a problem in complying with the AD, since, in some cases, the initial inspection of an SSD may be required to be accomplished prior to the

incorporation of the SID program into an operator's maintenance program.

The FAA has reviewed the compliance time specified in AD 95-20-04, and finds that it is indeed erroneous. It was the FAA's intent that the SID program be incorporated into the FAA-approved maintenance inspection program prior to the performance of any inspection contained in the SID. Therefore, the FAA has determined that it is appropriate to take action to correct paragraph (a)(1) of that AD to specify that the compliance time for performing the initial inspection of each SSD is within one repeat interval *measured from a date 12 months after November 2, 1995* (the effective date of the AD). The FAA finds that this change will not compromise safety and is consistent with what the FAA had originally intended.

Action is taken herein to correct the error and to correctly add the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13). The effective date of the rule remains November 2, 1995.

The final rule is being reprinted in its entirety for the convenience of affected operators.

Since this AD merely corrects the compliance time for a previously-required action, it requires no additional work to be performed by affected operators. In light of this, the FAA has determined that it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Correction

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 39-9382 (60 FR 51713, October 3, 1995), and by adding