

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 2 work hours to accomplish the required actions, at an average labor charge of \$60 per work hour. Based on these figures, the cost impact of this AD would be \$120 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-272-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:

96-05-06 Canadair: Amendment 39-9532. Docket 95-NM-272-AD.

Applicability: Model CL-215-1A10 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 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 total loss of electrical power on the airplane, accomplish the following:

(a) Within 10 flight hours after the effective date of this AD, inspect the complete main distribution center and all electrical components for loose or missing hardware, in accordance with paragraphs 2.A., 2.B., 2.C., and 2.D of the Accomplishment Instructions of Canadair Alert Service Bulletin 215-A439, dated July 24, 1991. If any discrepancy is identified during the inspection, prior to further flight, correct the discrepancy in accordance with the alert service bulletin.

(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, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

(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 inspection and corrective action shall be done in accordance with Canadair Alert Service Bulletin 215-A439, dated July 24, 1991. 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 Bombardier, Inc., Canadair Aerospace Group, P.O. Box 6087, Station Centre-ville, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; 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. 96-5078 Filed 3-6-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-28-AD; Amendment 39-9528; AD 95-13-12 R1]

Airworthiness Directives; Boeing Model 767 Series Airplanes Equipped With General Electric CF6-80C2 Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment clarifies information in an existing airworthiness directive (AD), applicable to certain Boeing Model 767 series airplanes, that currently requires tests, inspections, and adjustments of the thrust reverser system. That AD also requires installation of a terminating modification and repetitive follow-on actions. The actions specified in that AD are intended to prevent possible discrepancies that exist in the current thrust reverser control system, which could result in inadvertent deployment of a thrust reverser during flight. This amendment clarifies the requirements of the current AD by specifying a revised number of pound-inches of torque operators should use when performing the torque check of the cone brake of the center drive unit (CDU). This amendment is prompted by information from the manufacturer that a current requirement of the AD requires clarification.

DATES: Effective August 18, 1995.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of August 18, 1995 (60 FR 36976, July 19, 1995).

FOR FURTHER INFORMATION CONTACT: Nancy Hanowski, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2684; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: On June 22, 1995, the FAA issued AD 95-13-12, amendment 39-9292 (60 FR 36976, July 19, 1995), which is applicable to certain Boeing Model 767 series airplanes. That AD requires tests, inspections, and adjustments of the thrust reverser system. That AD also requires installation of a terminating modification and repetitive follow-on actions. That action was prompted by the identification of a modification that ensures that the level of safety inherent in the original type design of the thrust reverser system is further enhanced. The

actions required by that AD are intended to prevent possible discrepancies that exist in the current thrust reverser control system, which could result in inadvertent deployment of a thrust reverser during flight.

Since the issuance of that AD, the manufacturer has advised the FAA that a torque check value specified in Appendix 1 of the AD requires clarification. The procedures originally provided to the FAA for accomplishment of a torque check of the cone brake of the center drive unit (CDU) indicate that operators should not use more than 130 pound-inches of torque when performing the check. While using 130 pound-inches of torque would not damage the CDU, the manufacturer has advised the FAA that 100 pound-inches of torque is the appropriate value. Accomplishing the torque check up to 100 pound-inches is intended to identify a CDU having a decaying torque level due to a soft shaft problem, while at the same time not exposing the brake to unnecessarily high torque/stress levels.

Action is taken herein to clarify this requirement of AD 95-13-12 and to correctly add the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The final rule is being reprinted in its entirety for the convenience of affected operators. The effective date remains August 18, 1995.

Since this action only clarifies a current requirement, 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), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-9292 (60 FR 36976, July 19, 1995), and by adding a new airworthiness directive (AD), amendment 39-9528, to read as follows:

95-13-12 R1 Boeing; Amendment 39-9528. Docket 94-NM-28-AD. Revises AD 95-13-12, Amendment 39-9292.

Applicability: Model 767 series airplanes equipped with General Electric CF6-80C2 series engines, 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 ensure the integrity of the fail-safe features of the thrust reverser system, accomplish the following:

(a) Within 30 days after October 15, 1991 (the effective date of AD 91-22-02, amendment 39-8062), perform tests, inspections, and adjustments of the thrust reverser system in accordance with Boeing Service Bulletin 767-78-0047, dated August 22, 1991; Revision 1, dated March 26, 1992; Revision 2, dated January 21, 1993; or Revision 3, dated July 28, 1994. After the effective date of this AD, those actions shall be accomplished only in accordance with Revision 3 of the service bulletin.

(1) Except as provided by paragraph (a)(2) of this AD, repeat all tests and inspections thereafter at intervals not to exceed 3,000 flight hours until the modification required by paragraph (c) of this AD is accomplished.

(2) Repeat the check of the grounding wire for the Directional Pilot Valve (DPV) of the thrust reverser in accordance with the service bulletin at intervals not to exceed 1,500 flight hours, and whenever maintenance action is taken that would disturb the DPV grounding circuit, until the modification required by paragraph (c) of this AD is accomplished.

(b) If any of the tests and/or inspections required by paragraph (a) of this AD cannot be successfully performed, or if those tests and/or inspections result in findings that are unacceptable in accordance with Boeing Service Bulletin 767-78-0047, dated August 22, 1991; Revision 1, dated March 26, 1992; Revision 2, dated January 21, 1993; or Revision 3, dated July 28, 1994; accomplish paragraphs (b)(1) and (b)(2) of this AD. After the effective date of this AD, the actions required by paragraphs (b)(1) and (b)(2) shall be accomplished only in accordance with Revision 3 of the service bulletin.

(1) Prior to further flight, deactivate the associated thrust reverser in accordance with Section 78-31-1 of Boeing Document D630T002, "Boeing 767 Dispatch Deviation

Guide," Revision 9, dated May 1, 1991; or Revision 10, dated September 1, 1992. After the effective date of this AD, this action shall be accomplished only in accordance with Revision 10 of the Boeing document. No more than one reverser on any airplane may be deactivated under the provisions of this paragraph.

(2) Within 10 days after deactivation of any thrust reverser in accordance with this paragraph, the thrust reverser must be repaired in accordance with Boeing Service Bulletin 767-78-0047, dated August 22, 1991; Revision 1, dated March 26, 1992; Revision 2, dated January 21, 1993; or Revision 3, dated July 28, 1994. After the effective date of this AD, the repair shall be accomplished only in accordance with Revision 3 of the service bulletin.

Additionally, the tests and/or inspections required by paragraph (a) of this AD must be successfully accomplished; once this is accomplished, the thrust reverser must then be reactivated.

(c) Within 3 years after the effective date of this AD, install a third locking system on the left- and right-hand engine thrust reversers in accordance with Boeing Service

Bulletin 767-78-0063, Revision 2, dated April 28, 1994.

Note 2: The Boeing service bulletin references General Electric Service Bulletin 78-135 as an additional source of service information for accomplishment of the third locking system on the thrust reversers. However, the Boeing service bulletin does not specify the appropriate revision level for the General Electric service bulletin. The appropriate revision level for the General Electric service bulletin to be used in conjunction with the Boeing service bulletin is Revision 3, dated August 2, 1994.

(d) Within 4,000 flight hours after accomplishing the modification required by paragraph (c) of this AD, or within 4,000 flight hours after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 4,000 flight hours; perform operational checks of the electro-mechanical brake and the cone brake of the center drive unit in accordance with Appendix 1 (including Figure 1) of this AD.

(e) Accomplishment of the modification and periodic operational checks required by paragraphs (c) and (d) of this AD constitutes

terminating action for the tests, inspections, and adjustments required by paragraph (a) of this AD.

(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, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(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) Certain actions shall be done in accordance with the following Boeing service bulletins, which contain the specified effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
767-78-0047, Revision 1, March 26, 1992	1-33	1	March 26, 1992.
767-78-0047, Revision 2, January 21, 1993	1-2, 4, 12-13, 20-32	2	January 21, 1993.
	3, 5, 10-11, 14-15, 17-19 ...	1	March 26, 1992.
	6-9, 16	Original	August 22, 1991.
767-78-0047, Revision 3, July 28, 1994	1-32	3	July 28, 1994.
767-78-0063, Revision 2, April 28, 1994	1-292	2	April 28, 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, as of August 18, 1995 (60 FR 36976, July 19, 1995). Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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 is effective on August 18, 1995.

Appendix 1

Thrust Reverser Electro-Mechanical Brake and CDU Cone Brake Test

1. General

A. This procedure contains steps to do two checks:

- (1) A check of the holding torque of the electro-mechanical brake
- (2) A check of the holding torque of the CDU cone brake.

2. Electro-Mechanical Brake and CDU Cone Brake Torque Check (Fig. 1)

A. Prepare to do the checks:

- (1) Open the fan cowl panels.
- B. Do a check of the torque of the electro-mechanical brake:
 - (1) Do a check of the running torque of the thrust reverser system:
 - (a) Manually extend the thrust reverser six inches and measure the running torque.
 - (1) Make sure the torque is less than 10 pound-inches.
 - (2) Do a check of the electro-mechanical brake holding torque:
 - (a) Make sure the thrust reverser translating cowl is extended at least one inch.
 - (b) Make sure the CDU lock handle is released.
 - (c) Pull down on the manual release handle on the electro-mechanical brake until the handle fully engages the retaining clip.

Note: This will lock the electro-mechanical brake.
 - (d) With the manual drive lockout cover removed from the CDU, install a 1/4-inch extension tool and dial-type torque wrench into the drive pad.

Note: You will need a 24-inch extension to provide adequate clearance for the torque wrench.
 - (e) Apply 90 pound-inches of torque to the system.
 - (1) The electro-mechanical brake system is working correctly if the torque is reached before you turn the wrench 450 degrees (1 1/4 turns).

- (2) If the flexshaft turns more than 450 degrees before you reach the specified torque, you must replace the long flexshaft between the CDU and the upper angle gearbox.
- (3) If you do not get 90 pound-inches of torque, you must replace the electro-mechanical brake.
- (f) Release the torque by turning the wrench in the opposite direction until you read zero pound-inches.
 - (1) If the wrench does not return to within 30 degrees of initial starting point, you must replace the long flexshaft between the CDU and upper angle gearbox.
 - (3) Fully retract the thrust reverser.
- C. Do a check of the torque of the CDU cone brake:
 - (1) Pull up on the manual release handle to unlock the electro-mechanical brake.
 - (2) Pull the manual brake release lever on the CDU to release the cone brake.

Note: This will release the pre-load tension that may occur during a stow cycle.
 - (3) Return the manual brake release lever to the locked position to engage the cone brake.
 - (4) Remove the two bolts that hold the lockout plate to the CDU and remove the lockout plate.
 - (5) Install a 1/4-inch drive and a dial-type torque wrench into the CDU drive pad.

Caution: Do not use more than 100 pound-inches of torque when you do this check. Excessive torque will damage the CDU.

(6) Turn the torque wrench to try to manually extend the translating cowl until you get at least 15 pound-inches.

Note: The cone brake prevents movement in the extend direction only. If you try

to measure the holding torque in the retract direction, you will get a false reading.

(a) If the torque is less than 15 pound-inches, you must replace the CDU.

D. Return the airplane to its usual condition:

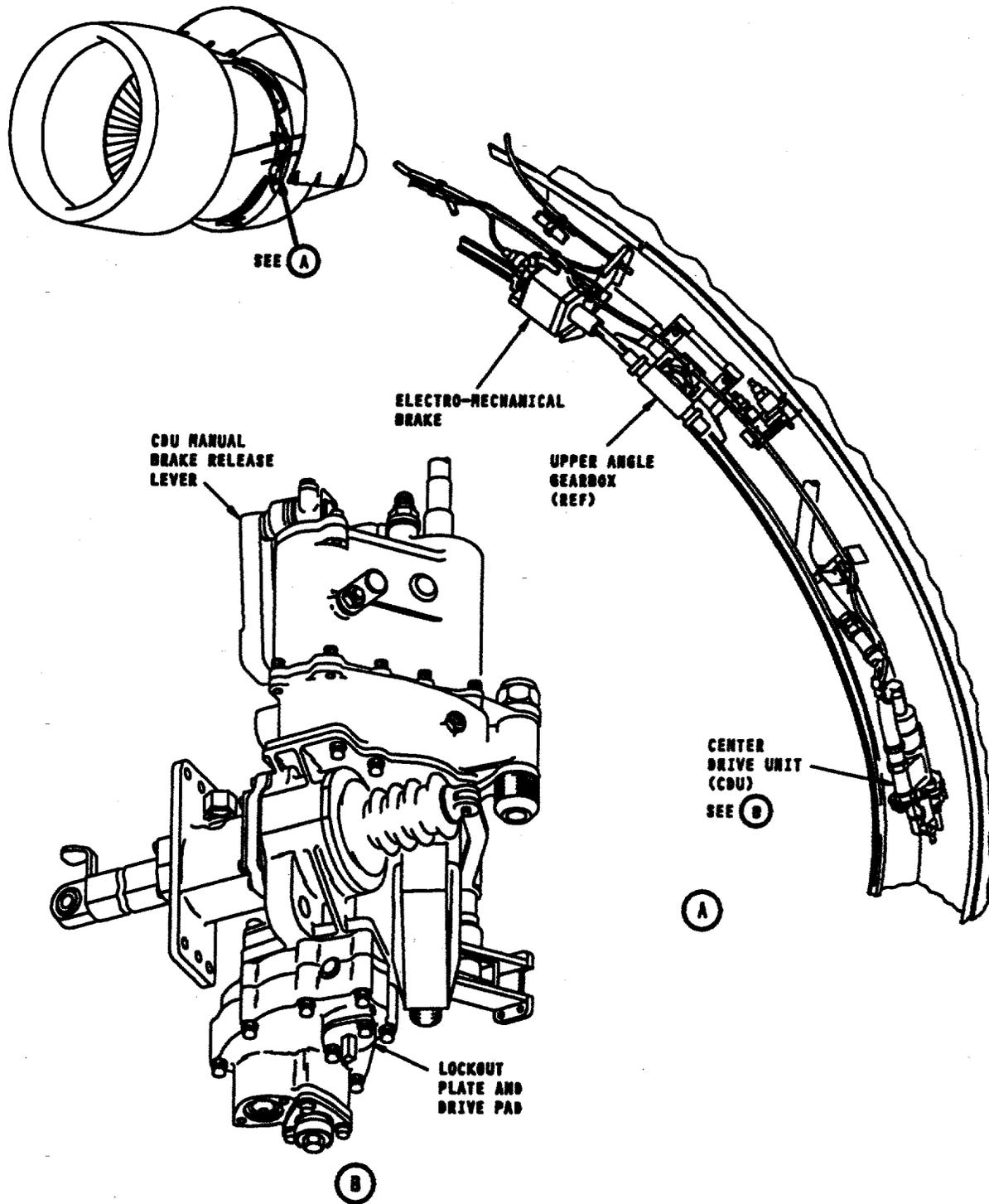
(1) Fully retract the thrust reverser.

(2) Pull down on the manual release handle on the electro-mechanical brake until the handle fully engages the retaining clip.

Note: This will lock the electro-mechanical brake.

(3) Close the fan cowl panels.

BILLING CODE 4910-13-U



**Electro-Mechanical Brake and CDU Cone Brake Torque Check
Figure 1**

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.