

compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.

(d) Alternative methods of compliance approved in accordance with AD 75-26-18 (superseded by this action) are considered approved as alternative methods of compliance with this AD.

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to The New Piper Aircraft, Inc., Attn: Customer Service, 2926 Piper Dr., Vero Beach, Florida, 32960; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment supersedes AD 75-26-18, Amendment 39-2504. Issued in Kansas City, Missouri, on April 19, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-10452 Filed 4-26-96; 8:45 am]

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14 CFR Part 39

[Docket No. 95-NM-175-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300-600 and A310 Series Airplanes Equipped With General Electric Model CF6-80 Engines

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 Airbus Model A300-600 and A310 series airplanes. This proposal would require an inspection to detect defects of the directional pilot valves (DPV); and replacement of any defective DPV with a new DPV, or deactivation of the thrust reverser system, if necessary. This proposal is prompted by a report indicating that, during a maintenance check, an uncommanded deployment and stowage of the thrust reverser occurred due to improperly modified DPV's. The actions specified by the proposed AD are intended to prevent uncommanded deployment and stowage of the thrust reverser during maintenance activities, as a result of improperly modified DPV's, which could result in injury to maintenance personnel or other people on the ground.

DATES: Comments must be received by June 10, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation

Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-175-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. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

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:

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-175-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-175-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

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 A300-600 and A310 series airplanes, equipped with General Electric Model CF6-80 engines. The DGAC advises that it has received a report indicating that, during a maintenance check, an uncommanded deployment and stowage of the thrust reverser occurred.

Investigation of this incident revealed that, when the thrust reverser handle was moved from the "stow" position to the thrust reverser test point, the directional pilot valve (DPV) stuck in the "open" ("deploy") position. The air supply first caused the thrust reverser to deploy, and then caused the DPV solenoid to move the DPV to the "stow" direction, which resulted in the thrust reverser stowing. This same sequence of events happened when the opposite engine was tested. When both DPV's were replaced and a functional test carried out, no anomaly was found. This indicated that the originally-installed DPV's apparently were faulty.

Further tests carried out at the Airbus flight line on a General Electric CF6-80C2 engine with the faulty DPV's installed, demonstrated that deployment of the thrust reverser could not be reproduced with the engine running. The thrust reverser deployment could be recreated only with a progressive increase of ground air supply at low pressure (approximately 10 to 15 psi) to the ground test point on the airplane. When direct test pressure of 28 psi was applied to the DPV, the valve reseated to the "stow" position. (This same scenario was confirmed by bench testing performed by both General Electric and Allied Signal.)

Further investigation of the two faulty DPV's revealed that the valves had been improperly modified when procedures specified in General Electric Service Bulletin 78-031 had been accomplished on the engine. The DPV armature spring had not been replaced with a new stronger spring in accordance with the service bulletin instructions.

Accordingly, such an improperly modified DPV, if not corrected, could result in uncommanded deployment and stowage of the thrust reverser during maintenance activities, which consequently could cause injury to maintenance personnel or other people on the ground.

Explanation of Relevant Service Information

Airbus has issued All Operators Telex (AOT) 78-05, Revision 01, dated February 8, 1995, which describes procedures for a one-time inspection to detect defects of the DPV; and replacement of the defective DPV with a new DPV, or deactivation of the thrust reverser system, if necessary. The DGAC classified this AOT as mandatory and issued French airworthiness directive 95-052-176(B), dated March 15, 1995, in order to assure the continued airworthiness of these airplanes in France.

FAA's Conclusions

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.

Explanation of the Requirements of the Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, the proposed AD would require a one-time inspection to detect defects of the DPV. If a defective DPV is detected, it would be required to be replaced with a new DPV, or thrust reverser system would be required to be deactivated until the DPV is replaced. The inspection and replacement actions would be required to be accomplished in accordance with the AOT described previously.

Cost Impact

The FAA estimates that 43 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 10 work hours per airplane to accomplish the proposed one-time inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$25,800, or \$600 per airplane.

The 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.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

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

Airbus Industrie: Docket 95-NM-175-AD.

Applicability: Model A300B4-601, -603, -605R, A300-F4-605R, and A310-203, -203C, -204, -304, -308 series airplanes, equipped with General Electric Model CF6-80 engines; on which General Electric Service Bulletin 78-031 has been accomplished; 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 uncommanded deployment and stowage of the thrust reverser during maintenance activities, accomplish the following:

(a) Within 600 flight hours after the effective date of this AD, perform an inspection to detect defects of the directional pilot valves (DPV) in accordance with Airbus All Operators Telex (AOT) 78-05, Revision 01, February 8, 1995.

(1) If no defects are detected, no further action is required by this AD.

(2) If any defect is detected, prior to further flight, either replace the defective DPV with a new DPV in accordance with the AOT; or deactivate the thrust reverser system in accordance with approved procedures of the Minimum Equipment List (MEL) until the DPV is replaced.

(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 April 23, 1996.

S. R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 95-NM-109-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300 B2 and B4 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.