

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.

(g) This amendment becomes effective on May 29, 1996.

Issued in Renton, Washington, on April 10, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-9336 Filed 4-26-96; 8:45 am]

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14 CFR Part 39

[Docket No. 94-NM-245-AD; Amendment 39-9576; AD 96-09-02]

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes two existing airworthiness directives (AD), that are applicable to Airbus Model A310 and A300-600 series airplanes. One AD currently requires repetitive operational tests of feel and limitation computers (FLC) 1 and 2; the other AD requires replacement of certain FLC's on Model A300-600 series airplanes. Those AD's were prompted by reports indicating that the elevator control operated with stiffness. The actions specified by those AD's are intended to prevent stiff operation of the elevator control and undetected loss of rudder travel limitation function, which could adversely affect the controllability of the airplane. This new amendment requires installation of new FLC's, which terminates the currently required repetitive operational tests. This amendment also revises the applicability of the rule to delete airplanes on which these new FLC's have been installed previously.

DATES: Effective May 29, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 29, 1996.

The incorporation by reference of Airbus All Operator Telex (AOT) 27-14, dated November 3, 1993, as listed in the regulations, was approved previously by the Director of the Federal Register as of January 29, 1994 (59 FR 507, January 5 1994).

The incorporation by reference of Airbus Service Bulletin A300-27-6025,

dated September 15, 1993, as listed in the regulations, was approved previously by the Director of the Federal Register as of May 20, 1994 (59 FR 23133, May 5, 1994).

ADDRESSES: 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 Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket 94-NM-245-AD, 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: Tom Groves, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (206) 227-1503; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 93-24-51, amendment 39-8783 (59 FR 507, January 5, 1994); and AD 94-09-16, amendment 39-8905 (59 FR 23133, May 5, 1994); was published in the Federal Register on January 19, 1996 (61 FR 1289). The previously-issued AD's are applicable to Airbus Model A310 and A300-600 series airplanes. The proposal proposed to require installation of new feel and limitation computers (FLC), which terminates the currently required repetitive operational tests of those units. The proposal also proposed to revise the applicability of the rule to delete airplanes on which these new FLC's have been installed previously.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the two comments received.

Both commenters support the proposal.

Recently, Airbus issued Revision 1 to Service Bulletin A300-27-6026, dated August 31, 1995. This revision is essentially the same as the original release of the service bulletin (dated May 5, 1994), which was cited in the proposal as an appropriate source of service information; Revision 1, however, contains certain editorial revisions and an updated effectivity listing showing the current operators of the affected airplanes. The FAA has revised the final rule to include Revision 1 of this service bulletin as an additional source of service information.

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

The FAA estimates that approximately 55 Airbus Model A300-600 and A310 series airplanes of U.S. registry will be affected by this AD.

The operational tests of the FLC's, which were previously required by AD 93-24-51 and retained in this AD, take approximately .5 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact on U.S. operators of the required operational tests is estimated to be \$1,650, or \$30 per airplane, per operational test.

Installation of the modified FLC's, as required by this new AD, will take approximately 5 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will be provided by the manufacturer at no cost to operators. Based on these figures, the cost impact on U.S. operators of this installation action is estimated to be \$16,500, or \$300 per airplane.

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

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 removing amendment 39-8783 (59 FR 507, January 5, 1994), and amendment 39-8905 (59 FR 23133, May 5, 1994); and by adding a new airworthiness directive (AD), amendment 39-9576, to read as follows:

96-09-02 Airbus: Amendment 39-9576. Docket 94-NM-245-AD. Supersedes AD 93-24-51, amendment 39-8783; and AD 94-09-16, amendment 39-8905.

Applicability: Model A310 series airplanes on which Modifications 10712 and 10668 were not incorporated during production, or that are equipped with Feel and Limitation Computers (FLC) having the part numbers listed below; and Model A300-600 series airplanes on which Modifications 10713 and 10667 were not incorporated during production, or that are equipped with FLC's having the part numbers listed below; certificated in any category.

Airplane model	FLC part No.
A310	35-900-1008-009 35-900-1009-011 35-900-1011-011 35-900-1011-011-A
A300-600	35-900-2000-200 35-900-2000-201 35-900-2002-201 35-900-2002-201-A 35-900-3002-302

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 (f)(1) 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 stiff operation of the elevator control and undetected loss of rudder travel limitation function, which may adversely affect controllability of the airplane, accomplish the following:

(a) For all airplanes: Within 7 days after January 20, 1994 (the effective date of AD 93-24-51, amendment 39-8783), perform an operational test to verify proper operation of the Feel and Limitation Computers (FLC) 1 and 2, in accordance with Airbus All Operator Telex 27-14, dated November 2, 1993.

(1) If the operational test is successful, repeat the test at intervals not to exceed 7 days until the requirements of paragraph (c) or (d) of this AD, as applicable, are accomplished.

(2) If any FLC fails the operational test, prior to further flight, accomplish the procedures specified in either paragraph (c) or (d) of this AD, as applicable.

(b) Except as provided by paragraphs (c) and (d) of this AD: As of January 20, 1994 (the effective date of AD 93-24-51, amendment 39-8783), no airplane shall be operated with an inoperative pitch feel system or inoperative pitch feel fault lights.

(c) For Model A310 series airplanes: Within 6 months after the effective date of this AD, replace or modify the currently installed FLC's in accordance with paragraphs (c)(1) and (c)(2) of this AD. Installation of FLC's that incorporate both Modifications 10668 and 10712 constitutes terminating action for the repetitive operational tests of the FLC's required by paragraph (a) of this AD, and for the operating limitations required by paragraph (b) of this AD.

(1) Install Modification 10668 in accordance with Airbus Service Bulletin A310-27-2068, Revision 1, dated March 16, 1994, or Revision 2, dated April 19, 1995. And

(2) Install Modification 10712 in accordance with Airbus Service Bulletin A310-27-2070, dated May 5, 1994.

(d) For Model A300-600 series airplanes: Accomplish the requirements of paragraphs (d)(1), and (d)(2) of this AD. Accomplishment of these actions constitutes terminating action for the operational tests required by paragraph (a) of this AD, and for the operating limitations required by paragraph (b) of this AD.

(1) Within 45 days after May 20, 1994 (the effective date of AD 94-09-16, amendment 39-8905), replace the FLC's, having part number (P/N) 35-900-2000-200 or 35-900-2000-201, serial numbers 755 and subsequent, with an FLC that has been previously modified, in accordance with Airbus Service Bulletin A300-27-6025, dated September 15, 1993, or Revision 1, dated August 31, 1994.

(2) Within 6 months after the effective date of this AD, replace or modify the FLC's in accordance with paragraphs (d)(2)(i) and (d)(2)(ii) of this AD. Installation of FLC's that incorporate both Modifications 10667 and 10713 constitutes terminating action for the repetitive operational tests of the FLC's required by paragraph (a) of this AD, and for

the operating limitations required by paragraph (b) of this AD.

(i) Install Modification 10667 in accordance with Airbus Service Bulletin A300-27-6025, dated September 15, 1993; or Revision 1, dated August 31, 1994; or Revision 2, dated April 19, 1995. And Lori Aliment (206) 227-2115.

(ii) Install Modification 10713 in accordance with Airbus Service Bulletin A300-27-6026, dated May 5, 1994, or Revision 1, dated August 31, 1995.

Note 2: The accomplishment of paragraph (d)(1) of this AD entails installing FLC's that incorporate Modification 10667, as does the accomplishment of paragraph (d)(2)(i). Paragraph (d)(2)(i) is included in this AD because the list of part numbers of affected FLC's in paragraph (d)(1), as well as in the parallel requirement of AD 94-09-16, is not comprehensive. Additional affected FLC part numbers were identified subsequent to the issuance of AD 94-09-16; FLC's having those part numbers are subject to the requirements of paragraph (d)(2) of this AD.

(e) As of the effective date of this AD, operational tests in accordance with paragraph (a) of this AD may be discontinued on modified FLC's having the part numbers listed in Table 1 of this AD.

TABLE 1

Airplane model	FLC part No.
A310	35-900-1010-011 35-900-1012-011 35-900-1012-011-A
A300-600	35-900-3004-302 35-900-2001-201 35-900-2003-201 35-900-2003-201-A

(f) (1) 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.

(2) Alternative methods of compliance, approved in accordance with AD 93-24-51, amendment 398783; or AD 94-09-16, amendment 39-8905, are approved as alternative methods of compliance with this AD.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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) The actions shall be done in accordance with the following Airbus Service Bulletins, having the indicated list of effective pages:

Service bulletin and date	Page No.	Revision level shown on page	Date shown on page
All Operator Telex (AOT) 27-14, November 3, 1993.	1-4	(Original)	November 3, 1993.
A310-27-2068, Revision 1, March 16, 1994.	1, 4-5, 7-8, 9-10	1	March 16, 1994.
A310-27-2068, Revision 2, April 19, 1995.	2-3, 6, 11	(Original)	December 13, 1993.
	1-2, 4-5	2	April 19, 1995.
	7-10	1	March 16, 1994.
	3, 6, 11	(Original)	December 13, 1993.
A310-27-2070, May 5, 1994	1-11	(Original)	May 5, 1994.
A300-27-6025, September 15, 1993	1-9	(Original)	September 15, 1993.
A300-27-6025, Revision 1, August 31, 1994.	1-4	1	August 31, 1994.
A300-27-6025, Revision 2, April 19, 1995.	5-9	(Original)	September 15, 1993.
	1, 3	2	April 19, 1995.
	2, 4	1	August 31, 1994.
	5-9	(Original)	September 15, 1993.
A300-27-6026, May 5, 1994	1-9	(Original)	May 5, 1994.
A300-27-6026, Revision 1, August 31, 1995.	1-3	1	August 31, 1995.
	4-9	(Original)	May 5, 1994.

The incorporation by reference of Airbus All Operator Telex (AOT) 27-14, dated November 3, 1993, was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of January 29, 1994 (59 FR 507, January 5, 1994). The incorporation by reference of Airbus Service Bulletin A300-27-6025, dated September 15, 1993, was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of May 20, 1994 (59 FR 23133, May 5, 1994). The incorporation by reference of the other service bulletins, listed above, 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.

(i) This amendment becomes effective on May 29, 1996.
 Issued in Renton, Washington, on April 17, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
 [FR Doc. 96-9932 Filed 4-26-96; 8:45 am]
 BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-61-AD; Amendment 39-9580; AD 96-09-06]

RIN 2120-AA64

Airworthiness Directives; Brackett Aircraft Company, Inc. Air Filter Assemblies Installed on Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This document supersedes airworthiness directive (AD) 95-03-02,

which currently requires repetitively inspecting (visually) the air filter frame for a loose or deteriorating gasket on airplanes incorporating certain Brackett air filter assemblies and replacing any gasket found loose or deteriorated. This action requires retaining the repetitive inspection as contained in AD 95-03-02, and will incorporate additional Brackett air filter assemblies to the "Applicability" section of that AD. Additionally, this AD will provide a terminating action for the repetitive inspection. The Federal Aviation Administration's determination that certain additional Brackett air filter assemblies should be inspected and replaced prompted this AD action. The actions specified by this AD are intended to prevent gasket particles from entering the carburetor because of air filter gasket failure, which could result in partial or complete loss of engine power and loss of control of the airplane.

DATES: Effective June 7, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 7, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-61-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri, 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Elizabeth Bumann, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California, 90712; telephone (310) 627-5265; facsimile (310) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to airplanes incorporating certain Brackett air filter assemblies was published in the Federal Register on December 18, 1995 (60 FR 65038). This action would retain the requirement to repetitively inspect (visually) the air filter for a loose or deteriorated gasket and replacing any gasket found loose or deteriorated as contained in AD 95-03-02, and would incorporate additional Brackett air filter assemblies in the "Applicability" section of that AD. Additionally, this proposed AD would provide a terminating action for the repetitive inspection by replacing any gasket found loose or deteriorated with a gasket of improved design.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 50,000 airplanes in the U.S. registry will be affected by this AD. To accomplish this repetitive inspection and possible replacement of a damaged air filter will take approximately 1 hour per airplane for each task, and that the average labor rate is approximately \$60 an hour. The air filter assembly replacement is estimated to be \$40 per airplane. The