

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:

97-02-08 McDonnell Douglas: Amendment 39-9893. Docket 96-NM-99-AD.

Applicability: Model DC-9, Model DC-9-80 and C-9 (military) series airplanes, and Model MD-88 airplanes; as listed in McDonnell Douglas Service Bulletin DC9-27-300, Revision 02, dated June 29, 1995; 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 fuel leakage and reduced structural integrity of the wings due to puncturing of the wings by a failed piston of the outboard flight spoiler actuator, accomplish the following:

(a) Prior to the accumulation of 5,000 landings after the effective date of this AD, accomplish the actions specified in either paragraph (a)(1) or (a)(2) of this AD, in accordance with McDonnell Douglas Service Bulletin DC9-27-300, Revision 02, dated June 29, 1995.

Note 2. Accomplishment of the actions specified in this paragraph prior to the effective date of this AD in accordance with the original issue or Revision 1 of McDonnell Douglas Service Bulletin 27-300 is considered acceptable for compliance with this paragraph.

Note 3: Installation of McDonnell Douglas flight spoiler actuator assembly, part number (P/N) 5915900-5525, on the right and left wings prior to the effective date of this AD is considered acceptable for compliance with the requirements of this paragraph.

(1) Install external protective doublers between the outboard flight spoiler actuators and the aft spar webs of the left and right wings; or

(2) Replace the pistons of the outboard flight spoiler actuators on the left and right wings with improved pistons.

(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, Los Angeles 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, Los Angeles ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles 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) Except as specified in NOTE 2 of this AD, the actions shall be done in accordance with McDonnell Douglas Service Bulletin DC9-27-300, Revision 02, dated June 29, 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 McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on March 4, 1997.

Issued in Renton, Washington, on January 14, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-1437 Filed 1-27-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-223-AD; Amendment 39-9894; AD 97-02-09]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 727 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes two existing airworthiness directives (AD), applicable to all Boeing Model 727 series airplanes, that currently require inspections to detect cracking of the actuator rib fitting of the inboard door of the main landing gear (MLG); and rework or replacement of any cracked fitting. This amendment requires inspections to detect cracking in an expanded area of the actuator rib fitting, and various follow-on actions. This amendment is prompted by a report of a fractured rib fitting that had been reworked in accordance with one of the existing AD's. The actions specified by this AD are intended to

prevent damage to the airplane caused by a failure of the landing gear to extend due to a fractured rib fitting.

DATES: Effective March 4, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 4, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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: Walter Sippel, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2774; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 90-02-19 [amendment 39-6433 (55 FR 601, January 8, 1990)] and AD 93-01-14 [amendment 39-8368, (58 FR 5574, January 22, 1993)], both of which are applicable to Boeing Model 727 series airplanes, was published in the Federal Register as a supplemental notice of proposed rulemaking on October 1, 1996, (61 FR 51250). The action proposed to continue to require the actions specified in the two previously issued AD's, but to expand the area of inspection and to require various follow-on actions.

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

Support for the Proposal

Two commenters support the proposed AD.

Request To Revise Compliance Threshold for Modified Fittings

One commenter, the airframe manufacturer, requests that paragraph (b)(1)(ii) of the proposal be revised to extend one of the compliance thresholds for the initial inspections of fittings that have been modified in accordance with Boeing Service bulletin 727-32-0383, Revision 1. This commenter points out that, in the supplemental NPRM, the FAA proposed to reduced the initial

inspection time for these fittings from 2,500 cycles to 1,500 cycles, based on an analysis of a recent incident of cracking found in the fittings. However, based on newer data, the commenter states that the proposed reduction may be too conservative. A recent striation analysis has shown that the crack on the fitting involved in the new incident was present for a significantly greater time than the 1,350 cycles since the last inspection (as originally thought). The exact interval between crack initiation and fitting fracture is indeterminate because of fracture surface deterioration. There was evidence of significant surface attack, which indicates prolonged exposure to a corrosive environment; however, the exact length of exposure is not known. The commenter further states that it was possible to perform some striation count analysis on a portion of the fracture; correlation of this analysis to the analysis performed on the earlier cracking incident (in 1994) showed a high degree of similarity. Additionally, the commenter states that the recent cracking incident occurred approximately 8,000 cycles after the modification was installed on the fitting. Consequently, the commenter considers that the reasoning for a 2,500-cycle initial inspection threshold is valid.

The FAA concurs. The FAA has reviewed the data presented by the commenter and agrees that the threshold for initiating the inspections of modified fittings can be extended. Paragraph (b)(1)(ii) of the final rule has been revised to indicate a threshold of 2,500 flight cycles after the immediately preceding inspection conducted in accordance with Boeing Service Bulletin 727-32A0399. Additionally, a new paragraph (b)(1)(iii) has been added to provide for a threshold of "within 5,000 flight cycles after accomplishing the terminating action in accordance with AD 93-01-14."

Request for Reference to Additional Service Information

This same commenter, requests that the proposal be revised to include Revision 1 of Boeing Service Bulletin 727-32A0399 as an additional source of service information. The commenter indicates that Boeing will be issuing Revision 1 of the service bulletin in the near future to reflect the requirements and reference the AD number of this final rule.

The FAA does not concur, since Revision 1 does not yet exist and has not been reviewed and approved by the FAA.

Request to Revise Cost Impact Information

One commenter requests that the cost impact information, iterated in the preamble to the supplemental NPRM, be revised to update the cost of required parts for the optional terminating action (installation of steel fittings). This commenter states that the necessary parts cost \$3,489 per side and there are two sides; therefore, the total cost of parts is \$6,978. Additionally, the commenter points out that the number of work hours required to accomplish the installation is 18, rather than 4 work hours, as was indicated in the proposal.

The FAA concurs that the figures provided by the commenter are more up-to-date than those obtained by the FAA at the time the supplemental NPRM was issued. The cost impact information, below, has been revised to include these new figures.

Conclusion

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.

Cost Impact

There are approximately 1,631 Boeing Model 727 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 1,166 airplanes of U.S. registry will be affected by this proposed AD.

The inspections required by this AD action will take approximately 10 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the required inspections on U.S. operators is estimated to be \$699,600, or \$600 per airplane, per inspection.

The modification required by this AD action will take approximately 6 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. The cost of required parts is expected to be negligible. Based on these figures, the cost impact of the required modification on U.S. operators is estimated to be \$376,560, or \$360 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.

Should an operator elect to accomplish the optional terminating

action (installation of steel fittings) provided by this AD, it would take approximately 18 work hours per airplane, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$6,978 per airplane. Based on these figures, the cost impact of this optional terminating action on U.S. operators is estimated to be \$8,058 per airplane.

Regulatory Impact

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 39-6433 (55 FR 601, January 8, 1990); and by removing amendment 39-8368 (58 FR 5574, January 22, 1993); and by adding a new

airworthiness directive (AD), to read as follows:

97-02-09 Boeing: Amendment 39-9894, Docket 95-NM-223-AD. Supersedes AD 90-02-19, amendment 39-6433; and supersedes AD 93-01-14, amendment 39-8368.

Applicability: All Model 727 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 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 (g) 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 failure of the main landing gear (MLG) to extend for landing and subsequent damage to the airplane, accomplish the following:

(a) For airplanes equipped with rib fittings that have been modified (reworked) in accordance with Boeing Service Bulletin 727-32-0364, dated December 15, 1988, or Revision 1, dated October 19, 1989; but *have not been modified* in accordance with Figure 2 of Boeing Service Bulletin 727-32-0383, Revision 1, dated January 30, 1992: Accomplish the following:

(1) Prior to the accumulation of 1,000 flight cycles after the effective date of this AD, accomplish the actions specified in both paragraphs (a)(1)(i) and (a)(1)(ii):

(i) Perform either a high frequency eddy current or dye penetrant inspection to detect cracking of the actuator rib fitting of the MLG, in accordance with Part I of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995. And

(ii) Inspect the actuator rib fitting of the MLG to ensure that serrations are fully mated, and to detect loose bolts, in accordance with Figure 1 of Boeing Service Bulletin 727-32-0383, Revision 1, dated January 30, 1992.

(2) If the inspections required by paragraph (a)(1) of this AD reveal no cracking or loose bolts, and reveal that the serrations are fully mated, accomplish the actions specified in paragraphs (a)(2)(i), (a)(2)(ii), and (a)(2)(iii) of this AD:

(i) Prior to further flight, re-rig the door in accordance with the maintenance manual procedures referenced in Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995, to ensure proper door rigging. And

(ii) Thereafter, repeat the inspections required by paragraph (a)(1) of this AD at intervals not to exceed 1,000 flight cycles until the modification required by paragraph (a)(2)(iii) of this AD is accomplished; and

(iii) Prior to the accumulation of 3,000 flight cycles after the effective date of this

AD, modify the actuator rib fitting in accordance with Part II of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995. As an option to the action specified in Step 1 of Figure 3 of that alert service bulletin, operators may layout a .39-inch minimum radius.

(3) If the inspections required by paragraph (a)(1) of this AD reveal no cracking, but do reveal loose bolts or serrations that are not fully mated, prior to further flight accomplish either paragraph (a)(3)(i) or (a)(3)(ii) of this AD:

(i) Modify the actuator rib fitting in accordance with Part II of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995. As an option to the action specified in Step 1 of Figure 3 of that alert service bulletin, operators may layout a .39-inch minimum radius; or

(ii) Replace the currently-installed aluminum rib fitting with a new steel rib fitting, in accordance with Part III of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995. After this replacement, no further action is required by this AD for that rib fitting.

(b) For airplanes equipped with rib fittings that have been modified in accordance with Boeing Service Bulletin 727-32-0364, dated December 15, 1988, or Revision 1, dated October 19, 1989; and *have been modified* in accordance with Figure 2 of Boeing Service Bulletin 727-32-0383, Revision 1, dated January 30, 1992: Accomplish the following:

(1) Perform either a high frequency eddy current or dye penetrant inspection to detect cracking of the actuator rib fitting of the MLG, in accordance with Part I of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995, at the later of the times specified in either paragraph (b)(1)(i), (b)(1)(ii), or (b)(1)(iii) of this AD.

(i) Prior to the accumulation of 1,000 flight cycles after the effective date of the AD; or

(ii) Within 2,500 flight cycles after the immediately preceding inspection performed in accordance with Boeing Service Bulletin 727-32A0399; or

(iii) Within 5,000 flight cycles after accomplishing the terminating action in accordance with AD 93-01-14.

(2) If no cracking is detected during the inspection required by paragraph (b)(1) of this AD, accomplish the actions specified in paragraphs (b)(2)(i), (b)(2)(ii), and (b)(2)(iii) of this AD:

(i) Prior to further flight, re-rig the door in accordance with the maintenance manual procedures referenced in Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995, to ensure proper door rigging; and

(ii) Thereafter, repeat the inspection required by paragraph (b)(1) at intervals not to exceed 2,500 flight cycles until the modification required by paragraph (b)(2)(iii) of this AD is accomplished; and

(iii) Prior to the accumulation of 6,000 flight cycles after the effective date of this AD, modify the actuator rib fitting in accordance with Part II of the Accomplishment Instructions of Boeing Alert

Service Bulletin 727-32A0399, dated July 13, 1995. As an option to the action specified in Step 1 of Figure 3 of that alert service bulletin, operators may layout a .39-inch minimum radius.

(c) For airplanes equipped with rib fittings that *have not been modified* in accordance with Boeing Service Bulletin 727-32-0364, dated December 15, 1988, or Revision 1, dated October 19, 1989: Accomplish the following:

(1) Prior to the accumulation of 1,000 flight cycles after the effective date of this AD, accomplish the actions specified in both paragraphs (c)(1)(i) and (c)(1)(ii) of this AD:

(i) Perform either a high frequency eddy current or dye penetrant inspection to detect cracking of the actuator rib fitting of the MLG, in accordance with Part I of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995. And

(ii) Inspect the actuator rib fitting of the MLG to ensure that serrations are fully mated, and to detect loose bolts, in accordance with Figure 1 of Boeing Service Bulletin 727-32-0383, Revision 1, dated January 30, 1992.

(2) If the inspections required by paragraph (c)(1) of this AD reveal no cracking or loose bolts, and reveal that the serrations are fully mated, prior to further flight, accomplish the actions specified in either paragraph (c)(2)(i), (c)(2)(ii), or (c)(2)(iii) of this AD:

(i) Modify the actuator rib fitting in accordance with Part II of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995; and in accordance with Boeing Service Bulletin 727-32-0364, dated December 15, 1988, or Revision 1, dated October 19, 1989. As an option to the action specified in Step 1 of Figure 3 of Boeing Alert Service Bulletin 727-32A0399, operators may layout a .39-inch minimum radius; or

(ii) Replace the currently-installed aluminum rib fitting with a new steel rib fitting, in accordance with Part III of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995. After this replacement, no further action is required by this AD for that fitting; or

(iii) Replace the fitting with a like fitting that has been inspected in accordance with Part I of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995; and modified in accordance with Part II of the Accomplishment Instructions of that service bulletin and in accordance with Boeing Service Bulletin 727-32-0364, dated December 15, 1988, or Revision 1, dated October 19, 1989.

(d) If any cracking is detected during the inspections required by paragraphs (a)(1), (b)(1), or (c)(1) of this AD, prior to further flight, accomplish the actions specified in either paragraph (d)(1) or (d)(2) of this AD:

(1) Replace the cracked fitting with a like fitting that has been inspected in accordance with Part I of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995; and modified in accordance with Part II of the Accomplishment Instructions of that service

bulletin and in accordance with Boeing Service Bulletin 727-32-0364, dated December 15, 1988, or Revision 1, dated October 19, 1989. As an option to the action specified in Step 1 of Figure 3 of Boeing Alert Service Bulletin 727-32A0399, operators may layout a .39-inch minimum radius; or

(2) Replace the cracked fitting with a new steel rib fitting in accordance with Part III of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995. This replacement constitutes terminating action for the requirements of that AD for that fitting.

(e) For all airplanes on which modification of the actuator rib fitting has been accomplished in accordance with Part II of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995; and Boeing Service Bulletin 727-32-0364, dated December 15, 1988, or Revision 1, dated October 19, 1989: Within 7,500 flight cycles after accomplishing the modification, accomplish the following:

(1) Perform either a high frequency eddy current or dye penetrant inspection to detect cracking of the modified actuator rib fitting, in accordance with the alert service bulletin.

(2) Repeat the inspection thereafter at intervals not to exceed 2,500 flight cycles until the fitting is replaced with a new steel rib fitting, in accordance with Part III of the Accomplishment Instructions of the alert service bulletin. This replacement constitutes terminating action for the requirements of this AD for that fitting.

(f) Replacement of aluminum actuator rib fittings with new steel actuator rib fittings in accordance with Part III of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-32A0399, dated July 13, 1995, constitutes terminating action for the requirements of this AD.

(g) 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(h) 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.

(i) The actions shall be done in accordance with Boeing Alert Service Bulletin 727-32A0399, dated July 13, 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 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.

(j) This amendment becomes effective on March 4, 1997.

Issued in Renton, Washington, on January 14, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-1440 Filed 1-27-97; 8:45 am]

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14 CFR Part 39

[Docket No. 96-NM-46-AD; Amendment 39-9892; AD 97-02-07]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Airbus Model A300-600 and Model A310 series airplanes, that requires testing to verify if the smoke detection system can detect smoke within 60 seconds; and cleaning the installation and duct, if necessary. It also requires operators to submit a report of the test findings to the manufacturer. This amendment is prompted by a report that, during testing of the smoke detection system on in-service airplanes, the system failed to detect smoke within 60 seconds due to dust accumulation in the extraction ducts. The actions specified by this AD are intended to ensure that dust accumulation does not reduce the effectiveness of the smoke detection system and, consequently, lead to undetected smoke or fire in the lavatory of the airplane.

DATES: Effective March 4, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 4, 1997.

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, 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: 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 Airbus Model A300-600 and Model A310 series airplanes was published in the Federal Register on July 30, 1996 (61 FR 39604). That action proposed to require performing an operational and functional test to verify if the smoke detection system can detect smoke within 60 seconds, and cleaning the installation and duct, if necessary. That action also proposed to require submitting a report of the test results to Airbus.

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

Support for the Proposal

One commenter supports the proposed rule.

Request to Revise Reporting Deadline

One commenter requests that the proposal be revised to extend the compliance time for submitting test reports from 10 days after accomplishing the test, as proposed, to 30 days. The commenter considers the longer time necessary in order to prepare an adequate report of the required data.

The FAA concurs and has revised paragraph (b) of this final rule accordingly.

Request to Withdraw Reporting Requirement

One commenter requests that the FAA withdraw the proposed requirement to submit a report of test results to Airbus. This commenter previously completed the operational and functional tests on its fleet of airplanes, but did not submit a report, since such a provision was not part of the referenced Airbus All Operators Telex (AOT) 26-16, dated September 12, 1995. Consequently, this commenter does not want to be required to repeat the test simply in order to prepare a report in accordance with the reporting requirement of the proposed rule.

Another commenter considers that reporting requirements, in general, should be required by AD action only in cases where the AD is viewed as "interim action" and that, based upon reviewing further data, additional