

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:

097-09-04 Airbus Industrie: Amendment 39-10000. Docket 96-NM-204-AD.

Applicability: Model A320, A321, A330 and A340 series airplanes; equipped with Westland-Sitec fire shutoff valves having part number E03000; 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 (c) 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 the flow of hydraulic fluid to the engine in the event of a fire, which would fuel the fire and lead to the loss of fluid in associated hydraulic systems, causing those systems to fail, accomplish the following:

(a) Within 6 months after the effective date of this AD, perform a functional test (for A320 and A321 series airplanes) or an operational test (for A330 and A340 series airplanes) on each fire shutoff valve (FSOV) for the left and right engines and immediately follow this test with a check to determine whether the FSOV motor is properly operating, in accordance with Airbus All Operators Telex (AOT) 29-15, dated May 30, 1995.

(1) If a FSOV passes the applicable test and check, repeat the procedures required by paragraph (a) of this AD thereafter at intervals not to exceed 18 months.

(2) If a FSOV fails the applicable test or check, prior to further flight, replace the discrepant FSOV with a FSOV modified in accordance with the service bulletins specified in paragraphs (a)(2)(i), (a)(2)(ii), and (a)(2)(iii), as applicable. Modification of the seal and the electrical actuator for the motor are to be performed at the same time. The accomplishment of these modifications constitutes terminating action for the repetitive testing and checks of this FSOV required by paragraph (a) of this AD.

(i) For Airbus A320 and A321 series airplanes: Airbus Service Bulletin A320-29-1071, dated September 21, 1995.

(ii) For Airbus A330 series airplanes: Airbus Service Bulletin A330-29-3018, dated January 17, 1996.

(iii) For Airbus A340 series airplanes: Airbus Service Bulletin A340-29-4018, dated January 17, 1996.

Note 2: The Airbus service bulletins cited in paragraphs (a)(2)(i)-(iii) of this AD refer to Westland-Sitec Service Bulletin No. E030WS-29-1, dated January 12, 1996 (valve modification), and Westland-Sitec Service Bulletin No. A06AWS-24-1, dated January 12, 1996 (electrical actuator modification), as additional sources of procedural information.

(b) Within 4 years after the effective date of this AD, modify the electrical actuator for the motor and the seal of each FSOV, in accordance with the service bulletins specified in paragraphs (b)(1), (b)(2), and (b)(3) of this AD, as applicable. The accomplishment of these modifications constitutes terminating action for the repetitive tests and checks required by paragraph (a) of this AD and, thereafter, no further action is required.

(1) For Airbus A320 and A321 series airplanes: Airbus Service Bulletin A320-29-1071, dated September 21, 1995.

(2) For Airbus A330 series airplanes: Airbus Service Bulletin A330-29-3018, dated January 17, 1996.

(3) For Airbus A340 series airplanes: Airbus Service Bulletin A340-29-4018, dated January 17, 1996.

(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 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.

(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) The tests shall be done in accordance with Airbus AOT 29-15, dated May 30, 1995. The replacement and modifications shall be done in accordance with Airbus Service Bulletin A320-29-1071, dated September 21, 1995; Airbus Service Bulletin A330-29-3018, dated January 17, 1996; and Airbus Service Bulletin A340-29-4018, dated January 17, 1996; as applicable. 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 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.

(f) This amendment becomes effective on May 29, 1997.

Issued in Renton, Washington, on April 16, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-10320 Filed 4-23-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-169-AD; Amendment 39-9999; AD 97-09-03]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A310 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 series airplanes, that requires modification of the wiring for certain hydraulic fire shutoff valves to the right engine to prevent chafing. This amendment is prompted by reports indicating that a circuit breaker to wiring in the right engine had tripped on two airplanes, the cause of which has been attributed to chafing of the associated wire bundle. The actions specified by this AD are intended to prevent this wiring from chafing which, if not corrected, could lead to short circuiting of this wiring and the consequent inability to close the hydraulic fire shutoff valves to the right engine in the event of fire.

DATES: Effective May 29, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of May 29, 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 certain Airbus Model A310 series airplanes was published in the **Federal Register** on January 27, 1997 (62 FR 3836). That action proposed to require modification of the wiring for certain hydraulic fire shutoff valves to the right engine to prevent chafing.

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

The commenter supports the proposed rule.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 20 Airbus Model A310 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 4 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will be provided by the manufacturer at no cost to operators. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$4,800, or \$240 per airplane.

The cost impact figure discussed above is 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.

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 adding the following new airworthiness directive:

97-09-03 Airbus Industrie: Amendment 39-9999. Docket 96-NM-169-AD.

Applicability: Model A310 series airplanes as listed in Airbus Service Bulletin A310-24-2065, dated November 30, 1995, and Revision 1, dated April 19, 1996; 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 chafing of wire bundles for the hydraulic fire shutoff valves to the right engine, which could lead to short circuiting of this wiring and the consequent inability to close these valves in the event of fire, accomplish the following:

(a) Within 60 days after the effective date of this AD, modify the wiring for the hydraulic fire shutoff valves in wire bundles 626VB and 628VB, and modify wire bundle 632VB, in accordance with Airbus Service Bulletin A310-24-2065, dated November 30, 1995, or Revision 1, dated April 19, 1996, as applicable.

(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.

(d) The modifications shall be done in accordance with Airbus Service Bulletin A310-24-2065, dated November 30, 1995, or Airbus Service Bulletin A310-24-2065, Revision 1, dated April 19, 1996, as applicable. 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 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.

(e) This amendment becomes effective on May 29, 1997.

Issued in Renton, Washington, on April 16, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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