

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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

McDonnell Douglas: Docket 96–NM–199–AD.

Applicability: Model DC–9, DC–9–80, and C–9 (military) series airplanes and Model MD–88 airplanes, on which a converted or first production non-regulating shutoff valve having AlliedSignal Aerospace part number (P/N) 979410–1–1 or 979410–2–1 has been installed on the engine starter; 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 the application of excessive pressure on the engine starter, which could cause uncontained failure of an engine starter and, consequently, could create a fire hazard in the nacelle of the engine, accomplish the following:

(a) Within 12 months after the effective date of this AD, modify any converted or first production non-regulating shutoff valve, P/N 979410–1–1 or 979410–2–1, on the engine starter by installing a pressure regulator on the valve in accordance with AlliedSignal Aerospace Service Bulletin 979410–80–1611, dated November 27, 1995.

(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 2: 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 section 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 October 16, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–27122 Filed 10–22–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–NM–11–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A320 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness

directive (AD), applicable to certain Airbus Model A320–111, –211, and –231 series airplanes, that currently requires replacing the existing standby generator control unit (GCU) with a new improved standby GCU. That action was prompted by reports of improper functioning of the standby GCU. This new proposed action would require the replacement of the GCU on addition affected airplanes. For some airplanes, it would require that a wiring modification be accomplished prior to replacement of the GCU. The actions specified by the proposed AD are intended to prevent such improper functioning of the GCU, which could result in the loss of the standby emergency generation system.

DATES: Comments must be received by December 2, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–11–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: Tim Backman, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2797; 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 96-NM-11-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. 96-NM-11-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On January 28, 1991, the FAA issued AD 91-01-01, amendment 39-6845 (55 FR 51895, December 18, 1990), applicable to certain Airbus Model A320-111, -211, and -231 series airplanes, to require replacement of the existing standby generator control unit (GCU) with a new improved standby GCU. That action was prompted by reports of improper functioning of the standby GCU. The requirements of that AD are intended to prevent loss of the standby emergency generation system, which provides necessary back-up capability when both main generators fail.

Actions Since Issuance of Previous Rule

Since issuance of that AD, the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, has advised the FAA that additional airplanes have been identified that are subject to the same unsafe condition addressed by AD 91-01-01.

Explanation of Relevant Service Information

Airbus has issued Revision 2 of Service Bulletin A320-24-1035, dated June 2, 1994. This revision of the service bulletin describes procedures for replacement of the GCU and for follow-on operational testing. The procedures described in this revision are essentially identical to those described in Revision 1 of the service bulletin, which was referenced in AD 91-01-01 as the appropriate source of service information. (Both revisions of this service bulletin refer to Vickers Service

Bulletin No. 520754-24-01 as an additional source of service information.)

Revision 2 of the service bulletin differs from Revision 1 in that its effectivity listing includes additional airplanes that are subject to the addressed unsafe condition.

Airbus has also issued Service Bulletin A320-24-1022, Revision 1, dated February 27, 1990. This service bulletin describes procedures for modifying the wiring associated with the GCU assembly (wiring in relay box 103VU, the wiring in power center AC/DC emergency 106VU, and the wiring between 103VU and 106VU). This wiring modification must be accomplished prior to replacing the GCU. The procedures described in this service bulletin are applicable to certain airplanes on which the wiring modification was not accomplished prior to delivery.

The DGAC classified these service bulletins as mandatory and issued French airworthiness directive 89-198-004(B)R1, dated May 27, 1992, 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 Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would supersede AD 91-01-01 to continue to require replacement of the existing standby GCU with an improved standby GCU. The proposed AD also would require the identical replacement to be accomplished on additional airplanes. For some airplanes, a wiring modification would be required prior to replacement of the GCU. The actions would be required to be accomplished in accordance with the service bulletins described previously.

Cost Impact

There are approximately 106 Airbus Model A320 series airplanes of U.S. registry that would be affected by this proposed AD. Of this number, 18 currently are subject to the requirements of AD 91-01-01, and the remaining 88 are the airplanes that would be added to the AD applicability by this proposed action.

The replacement of the GCU that would be required by this AD takes approximately 1.5 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$450 per airplane. Based on these figures, the cost impact of this proposed action on U.S. operators is estimated to be \$57,240 for the entire affected fleet (or \$540 per airplane). However, based on the effective date and the compliance time established by AD 91-01-01, the FAA assumes that the 18 airplanes that are currently subject to that AD already have completed the required replacement of the GCU. Therefore, the future cost impact of the replacement action is only \$47,520 (for the 88 airplanes that would be added to the applicability of the AD).

For airplanes on which the modification of the wiring assembly is required, it would take approximately 8.5 work hours to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this proposed action on U.S. operators of those airplanes is estimated to be \$510 per airplane.

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 U.S.C. 106(g), 40113, 44701.

§ 39.13—[Amended]

2. Section 39.13 is amended by removing amendment 39-6845 (55 FR 51895, December 18, 1990), and by adding a new airworthiness directive (AD), to read as follows:

Airbus Industrie: Docket 96-NM-11-AD.
Supersedes AD 91-01-01, Amendment 39-6845.

Applicability: Model A320 series airplanes; on which a generator control unit (GCU) having part number (P/N) 520915 has not been installed, or on which Airbus Modification 21052 (reference Airbus Service Bulletin A320-24-1022) and Airbus Modification 21736 (reference Airbus Service Bulletin A320-24-1035) have not 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 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 loss of the standby emergency generation system, which provides necessary back-up capability when both main generators fail, accomplish the following:

Note 2: Airbus Service Bulletin A320-24-1035 and Airbus Service Bulletin A320-24-1022 refer to Vickers Service Bulletin No. 520754-24-01 as an additional source of specific procedural information.

(a) For Model A320-111, -211, and -231 series airplanes; having serial numbers 003

through 058, inclusive, 060 through 067, inclusive, 069 through 072, inclusive, 074 through 083, inclusive, and 085: Within 150 days after January 28, 1991 (the effective date of AD 91-01-01, amendment 39-6845), remove one generator control unit (GCU) identified as 1XE part number (P/N) 520754, and install a modified GCU identified as 1XE, P/N 520915, in accordance with Airbus Service Bulletin A320-24-1035, Revision 1, dated February 27, 1990, or Revision 2, dated June 24, 1994. Following installation, perform an operational test of the emergency generation system, emergency GCU from the centralized fault display system, and the static inverter, in accordance with the service bulletin.

(b) For airplanes not subject to paragraph (a) of this AD: Within 150 days after the effective date of this AD, accomplish either paragraph (b)(1) or (b)(2) of this AD, as applicable.

Note 4: Replacement of the GCU accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A320-24-1035, Revision 1, dated February 27, 1990, is considered acceptable for compliance with the actions specified in this paragraph.

(1) For airplanes equipped with GCU 1XE having P/N 520754: Replace the GCU 1XE, having P/N 520754, in zone 125 of the avionics compartment, with a modified GCU 1XE, having P/N 520915, in accordance with Airbus Service Bulletin A320-24-1035, Revision 2, dated June 24, 1994. Prior to further flight following accomplishment of the replacement, perform an operational test of the affected components in accordance with that service bulletin.

(2) For airplanes equipped with GCU 1XE having P/N 520738: Accomplish the requirements of paragraphs (b)(2)(i) and (b)(2)(ii) of this AD:

(i) Modify the wiring in relay box 103VU, the wiring in power center AC/DC emergency 106VU, and the wiring between 103VU and 106VU, in accordance with Airbus Service Bulletin A320-24-1022, dated June 16, 1989.

(ii) After modifying the wiring, replace the GCU 1XE, having P/N 520738, located in the nose gear well in zone 125, with a modified GCU 1XE, having P/N 520915, in accordance with Airbus Service Bulletin A320-24-1035, Revision 2, dated June 24, 1994. Prior to further flight following accomplishment of the replacement, perform an operational test of the affected components in accordance with that service bulletin.

(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 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.

(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.

Issued in Renton, Washington, on October 16, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-27121 Filed 10-22-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 96-CE-27-AD]

RIN 2120-AA64

Airworthiness Directives; Beech Aircraft Corporation Model 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to Beech Aircraft Corporation (Beech) Model 1900D airplanes. The proposed action would require inspecting the stabilon attachment angles for the correct thickness, repetitively inspecting for cracks in the attachment angles and replacing the attachment angles with ones of the correct thickness. Recent reports of installing the incorrect size of stabilon attachment angles on certain Beech 1900D airplanes prompted the proposed action. The actions specified by the proposed AD are intended to prevent separation of the stabilon from the airplane, which could cause loss of airplane stability during flight.

DATES: Comments must be received on or before December 30, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-27-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office,