

(1) If no cracking is detected, repeat the inspection thereafter at intervals not to exceed 3,500 flight cycles on the fuse pin.

(2) If any cracking is detected, accomplish the requirements of paragraphs (d)(2)(i) and (d)(2)(ii) of this AD.

(i) Prior to further flight, replace any cracked 15-5PH fuse pin with a new 15-5PH fuse pin, P/N 311N5217-1, in accordance with the procedures described in the service bulletin. And

(ii) Prior to the accumulation of 14,000 total flight cycles on the newly installed 15-5PH fuse pin, perform an eddy current inspection to detect cracking in the newly installed pin, in accordance with the procedures described in the service bulletin. Repeat the inspection thereafter at intervals not to exceed 3,500 flight cycles on the newly installed fuse pin.

(e) Fuse pins must be of the same type on the same strut. For example, a steel fuse pin having P/N 311N5067-1 may not be installed on the same strut that has a corrosion-resistant steel (CRES) fuse pin having P/N 311N5217-1 installed on that strut. However, fuse pins on one strut may differ from those on another strut, provided the fuse pins are not of mixed types on the same strut.

(f) 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(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 Boeing Service Bulletin 757-54A0020, Revision 5, dated March 17, 1994. 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.

(i) This amendment becomes effective on April 10, 1996.

Issued in Renton, Washington, on March 1, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.
[FR Doc. 96-5367 Filed 3-8-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-156-AD; Amendment 39-9535; AD 96-05-09]

Airworthiness Directives; Airbus Model A300, A300-600, A310, A330, and A340 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), that is applicable to all Airbus Model A300, A300-600, A310, A330, and A340 series airplanes. The existing AD currently requires an inspection of the sliding side windows in the cockpit to identify suspect windows; and either deactivation of the sliding window defogging system; installation of thermo-sensitive indicators; or replacement of the window. This amendment adds a requirement to replace suspect windows with serviceable windows, which, when accomplished, terminates the requirements of the AD. The actions specified by this amendment are intended to prevent rupture of a cockpit sliding window and subsequent rapid decompression of the fuselage due to fracture of the window as a result of thermal stress created by overheating of the wires of the heating element in a localized area.

DATES: Effective April 10, 1996.

The incorporation by reference of Airbus All Operators Telex 30-01, Revision 2, dated listed in the regulations is approved by the Director of the Federal Register as of April 10, 1996.

The incorporation by reference of Airbus All Operators Telex 30-01, dated December 22, 1994, listed in the regulations, was approved previously by the Director of the Federal Register as of February 14, 1994 (60 FR 5564, January 30, 1995).

ADDRESSES: The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Beilonte, 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) 227-2146; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding, amendment 39-9125 (60 FR 5564, January 30, 1995), which is applicable to all Airbus Model A300, A300-600, A310, A330, and A340 series airplanes, was published as a Notice of Proposed Rulemaking (NPRM) in the Federal Register on October 26, 1995 (60 FR 54820). That NPRM proposed to continue to require certain actions previously required by AD 95-01-51, specifically:

1. the inspection of the sliding side windows in the cockpit to identify the part number of the windows; and

2. if suspect windows are installed, either deactivation of the sliding window defogging system; or installation of thermo-sensitive indicators, daily inspections of those indicators, and deactivation of the defogging system, if necessary; or replacement of the window.

The NPRM also proposed to require the eventual replacement of suspect windows with serviceable windows. This replacement of the windows would constitute terminating action for the requirements of the AD.

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

One commenter supports the proposal.

The Air Transport Association (ATA) of America, on behalf of its two member operators that are subject to this AD, requests that the FAA withdraw the proposal. This commenter indicates that these two U.S. operators have already replaced the subject cockpit sliding windows with approved alternative parts on all of their affected airplanes. Additionally, the commenter states that the part numbered windows that prompted the airworthiness concern are no longer manufactured or available for purchase. For these reasons, this commenter contends that the proposed rule is not warranted.

The FAA does not concur with the commenter's request. The FAA has received no documentation verifying that all affected U.S.-registered airplanes have been modified in accordance with the actions required by this rule. Regardless of whether or not all current U.S.-registered airplanes have been modified, the FAA has received no data or other evidence to verify that all affected airplanes, worldwide, have been modified. Without this AD, an

unmodified airplane potentially could be imported and placed on the U.S. Register in the future, thereby reintroducing the unsafe condition into the U.S. fleet. It is the responsibility of the FAA, and the intent of this AD, to ensure that this does not happen. Therefore, the issuance of this AD is both warranted and necessary.

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 as proposed.

There are approximately 66 Model A300, A300-600, and A310 series airplanes of U.S. registry that will be affected by this AD. (Currently, there are no Model A330 or A340 series airplanes on the U.S. Register.)

The actions that are currently required by AD 95-01-51 take approximately 1 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 actions currently required is estimated to be \$3,960, or \$60 per airplane.

The replacement of the windows will take approximately 7 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 total cost impact on U.S. operators of the new requirements of this AD is estimated to be \$27,720, or \$420 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. However, the FAA has been advised that two U.S. operators have already replaced the subject windows in accordance with the requirements of this AD. Therefore, the future cost impact of this AD on U.S. operators is expected to be less than the figure indicated above.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-9125 (60 FR 5564, January 30, 1995), and by adding a new airworthiness directive (AD), amendment 39-9535, to read as follows:

96-05-09 Airbus Industrie: Amendment 39-9535. Docket 95-NM-156-AD. Supersedes AD 95-01-51, Amendment 39-9125.

Applicability: All Model A300, A300-600, A310, A330, and A340 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 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 (e) 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 rupture of a cockpit sliding window and subsequent rapid decompression of the fuselage due to fracture of the window as a result of thermal stress created by overheating of the wires of the

heating element in a localized area, accomplish the following:

(a) Within 7 days after February 14, 1995 (the effective date of AD 95-01-51, amendment 39-9125), perform an inspection of the left- and right-hand sliding side windows in the cockpit to identify the part number (P/N) of those windows, in accordance with paragraph 4.1 of Airbus All Operators Telex (AOT) 30-01, dated December 22, 1994; or Revision 2, dated March 6, 1995.

(b) If no window manufactured by PPG Industries having P/N NP175202-1 (left-hand side) or NP175202-2 (right-hand side) is installed, no further action is required by this AD.

(c) If any window manufactured by PPG Industries having P/N NP 175202-1 (left-hand side) or NP 175202-2 (right-hand side) is installed, prior to further flight, accomplish either paragraph (c)(1), (c)(2), or (c)(3) of this AD in accordance with Airbus AOT 30-01, dated December 22, 1994; or Revision 2, dated March 6, 1995.

(1) Deactivate the associated sliding window defogging system in accordance with the procedures specified in paragraph 4.2.2 of the AOT. The defogging system may remain deactivated until the window is replaced in accordance with paragraph (d) of this AD. Or

Note 2: This AD may permit the defogging system to be deactivated for a longer time than is specified in the Master Minimum Equipment List (MMEL). In any case, the provisions of this AD prevail.

(2) Install thermo-sensitive indicators in two areas of the sliding side window (left- and right-hand sides) in accordance with the procedures specified in paragraph 4.3 of the AOT. Thereafter, perform a daily inspection of the indicators to determine if the 60-degree segment of any indicator turns from light grey to black, in accordance with the procedures specified in paragraph 4.3 of the AOT. If any indicator turns black, prior to further flight, deactivate the associated sliding window defogging system in accordance with paragraph (c)(1) of this AD.

(3) Replace the PPG Industries window [having part number (P/N) NP 175202-1 (left-hand side) or NP 175202-2 (right-hand side)] with a serviceable window manufactured by PPG Industries or by SPS, as listed in paragraph 5.1 of the AOT, in accordance with the procedures specified in paragraph 5.1 of the AOT. After such replacement, no further action is required by this AD.

(d) Within 90 days after the effective date of this AD, replace any PPG Industries window having part number (P/N) NP 175202-1 (left-hand side) or NP 175202-2 (right-hand side) with a serviceable window manufactured by PPG Industries or by SPS, as listed in paragraph 5.1 of AOT 30-01, dated December 22, 1994; or paragraphs 5.2.1 (PPG Industries windows) and 5.2.2 (SPS windows) of AOT 30-01, Revision 2, dated March 6, 1995. Accomplish the replacement in accordance with the procedures specified in AOT 30-01, dated December 22, 1994, or Revision 2, dated March 6, 1995. After such replacement, no further action is required by this AD.

(e) 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.

(f) 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.

(g) The actions shall be done in accordance with Airbus All Operators Telex 30-01, dated December 22, 1994; or Airbus All Operators Telex 30-01, Revision 2, dated March 6, 1995. The incorporation by reference of Airbus All Operators Telex 30-01, dated December 22, 1994, 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 February 14, 1995 (60 FR 5564, January 30, 1995). The incorporation by reference of Airbus All Operators Telex 30-01, Revision 2, dated March 6, 1995, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR 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.

(h) This amendment becomes effective on April 10, 1996.

Issued in Renton, Washington, on March 1, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-5366 Filed 3-8-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 95-NM-71-AD; Amendment 39-9536; AD 94-24-09 R1]

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to certain Jetstream Model 4101 airplanes, that currently requires repetitive inspections to detect damage to the overwing fairings, and replacement or repair of structurally

damaged fairings. That AD was prompted by a report indicating that an overwing fairing detached from an airplane. The actions specified by that AD are intended to prevent reduced controllability of the airplane due to loss of an overwing fairing. This amendment adds an optional terminating action for the currently required inspections, and limits the applicability of the rule.

DATES: Effective April 10, 1996.

The incorporation by reference of Jetstream Alert Service Bulletin J41-53-028, Revision 2, dated January 17, 1995, as listed in the regulations, is approved by the Director of the Federal Register as of April 10, 1996.

The incorporation by reference of Jetstream Alert Service Bulletin J41-53-028, Revision 1, dated October 12, 1994, as listed in the regulations, was approved previously by the Director of the Federal Register as of December 14, 1995 (59 FR 60891, November 29, 1994).

ADDRESSES: The service information referenced in this AD may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. 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: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by revising AD 94-24-09, amendment 39-9082 (59 FR 60891, November 29, 1994), which is applicable to certain Jetstream Model 4101 airplanes, was published in the Federal Register on October 11, 1995 (60 FR 52870). The action proposed to revise AD 94-24-09 to continue to require repetitive inspections to detect damage to the overwing fairings, and replacement or repair of structurally damaged fairings. The action also proposed to provide an optional terminating action for the repetitive inspections.

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.

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.

The FAA estimates that 14 airplanes of U.S. registry will be affected by this AD.

The inspections currently required by AD 94-24-09 take approximately 0.25 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the current inspection requirements of this AD on U.S. operators is estimated to be \$210, or \$15 per airplane, per inspection.

Should an operator elect to install the optional terminating modification, it will take approximately 20 work hours to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$7,300 per airplane. Based on these figures, the cost impact of this optional terminating modification on U.S. operators is estimated to be \$8,500 per airplane.

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: