

with Part A of the Accomplishment Instructions of PW ASB No. A6110, Revision 1, dated October 15, 1993.

(3) At the next access to the third stage turbine air sealing ring after November 14, 1994, but not later than December 31, 1998, or 8,000 hours time in service since November 14, 1994, or 7,000 cycles since November 14, 1994, whichever occurs first, install the improved third stage turbine air sealing ring and associated hardware in accordance with Part B of the Accomplishment Instructions of PW ASB No. A6110, Revision 1, dated October 15, 1993.

Note 2: Third stage turbine outer air seal, P/N M2533, is an acceptable alternative to PW P/N 811962 for compliance with this paragraph.

(4) At the next shop visit after November 14, 1994, but not later than December 31, 1998, or 8,000 hours time in service since November 14, 1994, or 7,000 cycles since November 14, 1994, whichever occurs first, install the improved No. 6 bearing scavenge pump bracket bushing in accordance with the Accomplishment Instructions of PW ASB No. A6131, dated August 24, 1993.

(5) Accomplishment of the installations required by paragraphs (a)(2), (a)(3), and (a)(4) of this AD constitutes terminating action to the repetitive inspections required by paragraph (a)(1) of this AD.

(b) For engines that do contain fan exhaust inner front duct segment assemblies that are installed in accordance with PW ASB No. 6039, Revision 3, dated October 15, 1993, or earlier revisions of PW ASB No. 6039, and either PW honeycomb third stage outer airseal P/N 801931, 802097, 797594, or 798279; or Pyromet Industries, Inc., honeycomb third stage outer airseal P/N PI9336; or McClain International, Inc., honeycomb third stage outer airseal P/N M2433; or a turbine case shield assembly installed in accordance with PW ASB No. 6039, Revision 3, dated October 15, 1993, or earlier revisions of PW ASB No. 6039; or a third stage blade set that has third stage turbine blades that were installed in accordance with PW SB No. 5331, dated October 27, 1982, perform the installations required by paragraphs (a)(2), (a)(3), and (a)(4) of this AD, at the times specified in those respective paragraphs.

(c) For the purpose of this AD, a shop visit is defined as an engine removal, where engine maintenance entails separation of pairs of major mating engine flanges or the removal of a disk, hub, or spool at a maintenance facility that is capable of compliance with the instructions of this AD, regardless of other planned maintenance, except for field maintenance type activities performed at this maintenance facility in lieu of performing them on-wing or at another peripheral facility.

(d) 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, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(e) 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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on March 24, 1997.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-8164 Filed 3-31-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-172-AD]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Airbus Model A310 and A300-600 series airplanes. This proposal would require a visual inspection to detect cracks in the aft mount beam assembly of the engine; and replacement of any cracked beam with a new beam or beam assembly. The proposal also would require a fluorescent penetrant inspection to detect cracks in the aft mount beam assembly of the engine, and various follow-on actions. This proposal is prompted by reports indicating that, apparently due to manufacturing defects during the forging process, cracking was found in two engine aft mount beams. The actions specified by the proposed AD are intended to detect and correct such cracking, which could result in reduced structural integrity of the aft mount beam assembly of the engine.

DATES: Comments must be received by May 12, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-172-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; or Pratt & Whitney, 400 Main Street, East Hartford, Connecticut 06108. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

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:

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-172-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-172-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the

airworthiness authority for France, notified the FAA that an unsafe condition may exist on certain Airbus Model A310 and A300-600 series airplanes. The DGAC advises that it has received reports indicating that, during overhaul maintenance following a fluorescent penetrant inspection, cracking was found in two engine aft mount beams on Airbus Model A310 series airplanes. One of the beams had a long surface crack, and the other beam had smaller branch cracks. The apparent cause of such cracking has been attributed to the forging process during manufacturing. Cracking in the aft mount beam assembly of the engine, if not detected and corrected, could result in reduced structural integrity of the aft mount beam assembly.

Explanation of Relevant Service Information

Pratt & Whitney has issued Alert Service Bulletin PW7R4 A71-129, Revision 1, dated August 30, 1995, and Service Bulletin PW4NAC A71-149, Revision 1, dated August 30, 1995. These service bulletins describe procedures for performing a visual inspection to detect cracks in the aft mount beam assembly of the engine; and replacement of any cracked beam with a new beam or beam assembly. These service bulletins also describe procedures for performing a fluorescent penetrant inspection to detect cracks in the aft mount beam assembly of the engine, and various follow-on actions. (These follow-on actions include an eddy current inspection, reidentification of the beam, and replacement of any cracked beam.) The DGAC classified these service bulletins as mandatory and issued French airworthiness directive (C/N) 96-020-195(B), dated January 31, 1996, in order to assure the continued airworthiness of these airplanes in France.

FAA's Conclusions

These airplane models are manufactured in France and are type certificated for operation in the United States under the provisions of § 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 require a visual inspection to detect cracks in the aft mount beam assembly of the engine; and replacement of any cracked beam with a new beam or beam assembly. The proposed AD also would require a fluorescent penetrant inspection to detect cracks in the aft mount beam assembly of the engine, and various follow-on actions. The actions would be required to be accomplished in accordance with the applicable service bulletin described previously.

Cost Impact

The FAA estimates that 8 Airbus Model A310 and A300-6000 series airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 2 work hours per airplane to accomplish the proposed visual inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the visual inspection proposed by this AD on U.S. operators is estimated to be \$960, or \$120 per airplane.

It would take approximately 34 work hours per airplane to accomplish the proposed fluorescent penetrant inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the fluorescent penetrant inspection proposed by this AD on U.S. operators is estimated to be \$16,320, or \$2,040 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed 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 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:

Airbus Industrie: Docket 96-NM-172-AD.

Applicability: Model A310 and A300-600 series airplanes, equipped with Pratt & Whitney Model JT9D-7R4D1, JT9D-7R4E1, JT9D-7R4H1, PW4151, PW4156A, PW4158 engines; 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 detect and correct cracking in the aft mount beam assembly of the engine, which could result in reduced structural integrity of the aft mount beam assembly, accomplish the following:

(a) Within 500 flight hours after the effective date of this AD, perform a visual inspection to detect cracks in the aft mount

beam assembly of the engine, in accordance with Part 1 of the Accomplishment Instructions of Pratt & Whitney Alert Service Bulletin PW7R4 A71-129, Revision 1, dated August 30, 1995, or Pratt & Whitney Service Bulletin PW4NAC A71-149, Revision 1, dated August 30, 1995; as applicable.

(1) If no crack is detected, no further action is required by this paragraph.

(2) If any crack is detected, prior to further flight, replace the cracked beam with a new beam or beam assembly, in accordance with the applicable service bulletin.

(b) Within 4,000 flight cycles after the effective date of this AD, perform a fluorescent penetrant inspection to detect cracks in the aft mount beam assembly of the engine, in accordance with Part 2 of the Accomplishment Instructions of Pratt & Whitney Alert Service Bulletin PW7R4 A71-129, Revision 1, dated August 30, 1995, or Pratt & Whitney Service Bulletin PW4NAC A71-149, Revision 1, dated August 30, 1995; as applicable.

(1) If no crack is detected, prior to further flight, perform an eddy current inspection to detect cracks in the aft mount beam assembly of the engine, in accordance with the applicable service bulletin.

(i) If no crack is detected, prior to further flight, reidentify the beam in accordance with the applicable service bulletin.

(ii) If any crack is detected, prior to further flight, replace the cracked beam with a new beam or beam assembly, in accordance with the applicable service bulletin.

(2) If any crack is detected, prior to further flight, replace the cracked beam with a new beam or beam assembly, in accordance with the applicable 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 March 26, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-8251 Filed 3-31-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-215-AD]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Airbus Model A300, A300-600, and A310 series airplanes. This proposal would require inspecting the bearings located in the mechanical control linkage of the nose landing gear (NLG) free-fall mechanism for discrepancies, replacing any discrepant bearings with stainless steel bearings, and conducting a test to ensure that the NLG free-fall mechanism extends properly. This proposal is prompted by a report indicating that, during an operational test of the NLG, the landing gear failed to extend. The actions specified by the proposed AD are intended to prevent the bearings from seizing, which could lead to the loss of NLG free-fall extension capability.

DATES: Comments must be received by May 12, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-215-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: 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:

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-215-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-215-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on all Airbus Model A300, A300-600, and A310 series airplanes. The DGAC advises that one Model A300 operator reported that, during an operational test of free-fall extension of the nose landing gear (NLG), the free-fall handle could not be rotated and the NLG failed to extend.

Investigations revealed that after 17,000 flight cycles and 27,000 flight hours, four bearings of the NLG free-fall mechanism were severely corroded and had seized. The bearings are located in the mechanical control linkage of the NLG free-fall mechanism. Analysis disclosed that the corroded bearings were made of carbon steel instead of stainless steel, as specified in the type design.

Corrosion of the bearings could cause them to seize, which, if not corrected,