

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-252-AD; Amendment 39-10185; AD 97-22-13]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320 and A321 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to all Airbus Model A320 series airplanes, that currently requires revising the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to instruct the flight crew to maintain a flap setting of "Configuration Full" (CONF FULL) during landing. That AD was prompted by a report of severe control difficulties which occurred on approach with the flaps locked in CONF FULL and the landing gear down. This amendment adds a requirement for installation of a new, improved flight warning computer (FWC), which, when accomplished, constitutes terminating action for the AFM limitation. This action also revises the applicability of the existing AD to include additional airplanes that are subject to the addressed unsafe condition. The actions specified by this AD are intended to prevent reduced controllability of the airplane during approach when the flaps are locked in CONF FULL.

DATES: Effective December 5, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 5, 1997.

The incorporation by reference of Airbus A320/A321 Flight Manual Temporary Revision 9.99.99/20, dated June 14, 1997, was approved previously by the Director of the Federal Register as of October 7, 1994 (59 FR 48563, September 22, 1994).

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 (425) 227-2589; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 94-20-02, amendment 39-9030 (59 FR 48563, September 22, 1994), which is applicable to all Airbus Model A320 series airplanes was published in the **Federal Register** on February 12, 1997 (62 FR 6502). That action proposed to continue to require revising the airplane flight manual (AFM) of Model A320 series airplanes to instruct the flight crew to maintain CONF FULL during landing approaches for Airbus Model A320 series airplanes. That action also proposed to require the same AFM revision for Airbus Model A321 series airplanes.

Additionally, that action proposed to require installation of a new, improved flight warning computer (FWC) on all airplanes as terminating action for the AFM limitations.

Since the Issuance of the NPRM

Airbus has issued Airbus Service Bulletin A320-31-1080, Revision 02, dated October 24, 1996. This revised service bulletin is essentially identical to Revision 1 of the service bulletin (which was referenced in the NPRM as the appropriate source of service information), but contains certain editorial changes. The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, classified Revision 2 of the service bulletin as mandatory, in order to assure the continued airworthiness of these airplanes in France.

The FAA has revised the final rule to include Airbus Service Bulletin A320-31-1080, Revision 02, dated October 24, 1996, as a source of service information.

Consideration of Comments Received

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

Both commenters support the proposed rule.

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 as proposed.

Cost Impact

The FAA estimates that 109 Airbus Model A320 series airplanes of U.S. registry will be affected by this AD.

The actions that are currently required by AD 94-20-02 (revision of the AFM), and retained in this AD, 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 of the AFM revision required by this AD on U.S. operators is estimated to be \$6,540, or \$60 per airplane.

The new actions that are required by this new AD (installation of new improved FWC) will take approximately 3 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will be provided to operators by the manufacturer at no cost. Based on these figures, the cost impact of the new requirements of this AD on U.S. operators is estimated to be \$19,620, or \$180 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.

None of the Model A321 series airplanes affected by this action are on the U.S. Register. All of those airplanes that are included in the applicability of this AD currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that inclusion of those airplanes in the applicability of this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these airplanes are imported and placed on the U.S. Register in the future.

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 39-9030 (59 FR 48563, eptember 22, 1994), and by adding a new airworthiness directive (AD), amendment 39-10185 to read as follows:

97-22-13 Airbus Industrie: Amendment 39-10185. Docket 96-NM-252-AD. Supersedes AD 94-20-02, Amendment 39-9030.

Applicability: Model A320 and A321 series airplanes, on which Airbus Modification 24612 or Airbus Service Bulletin A320-31-1080 has 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 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 severely reduced controllability of the airplane during approach, accomplish the following:

(a) At the applicable time specified in either paragraph (a)(1) or (a)(2) of this AD, revise the Limitations Section of the FAA-

approved Airplane Flight Manual (AFM) to include the information specified in Airbus A320/A321 Flight Manual Temporary Revision 9.99.99/20, dated June 14, 1994.

Note 2: This may be accomplished by inserting a copy of Airbus A320/A321 Flight Manual Temporary Revision 9.99.99/20, dated June 14, 1994, in the AFM. When this temporary revision has been incorporated in the general revisions of the AFM, the general revisions may be inserted in the AFM, provided the information contained in the general revisions is identical to that specified in Temporary Revision 9.99.99/20.

(1) For Model A320 series airplanes: Revise the AFM within 10 days after October 7, 1994 (the effective date of AD 94-20-02, amendment 39-9030).

(2) For Model A321 series airplanes: Revise the AFM within 10 days after the effective date of this AD.

(b) Within 6 months after the effective date of this AD, install a new, improved flight warning computer (FWC) in accordance with Airbus Service Bulletin A320-31-1080, Revision 01, dated July 12, 1996 or Revision 2, dated October 24, 1996. Prior to further flight after accomplishing this installation, remove the AFM revision required by paragraphs (a) of this AD.

(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 Operations 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 installation shall be done in accordance with Airbus Service Bulletin A320-31-1080, Revision 01, dated July 12, 1996, or Airbus Service Bulletin A320-31-1080, Revision 02, dated October 24, 1996. Airbus Service Bulletin A320-31-1080, Revision 01, dated July 12, 1996, contains the following list of effective pages:

Page number	Revision level shown on page	Date shown on page
1, 3, 4, 6-8 ...	1	July 12, 1996.
2, 5, 9-13	Original	Jan. 4, 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.

The revision to the AFM shall be done in accordance with Airbus A320/A321 Flight Manual Temporary Revision 9.99.99/20,

dated June 14, 1994. The incorporation by reference of this document was approved previously by the Director of the Federal Register as of October 7, 1994 (59 FR 48563, September 22, 1994).

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.

Note 4: The subject of this AD is addressed in French airworthiness directive 96-079-079(B), dated April 10, 1996.

(f) This amendment becomes effective on December 5, 1997.

Issued in Renton, Washington, on October 23, 1997.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-28615 Filed 10-30-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-52-AD; Amendment 39-10186; AD 97-22-14]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CF6-50 and -80C2 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to General Electric Company (GE) CF6-50 and -80C2 series turbofan engines. This action requires removal from service of defective high pressure compressor rotor (HPCR) stage 3-9 spools, and replacement with serviceable parts. This amendment is prompted by a report of an uncontained failure of an HPCR stage 3-9 spool installed on a GE model CF6-80C2 turbofan engine. The actions specified in this AD are intended to prevent failure of the HPCR stage 3-9 spool, which can result in an uncontained engine failure and damage to the aircraft.

DATES: Effective November 17, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 17, 1997.