

(g) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Schempp-Hirth Flugzeugbau GmbH, Krehenstrasse 25, Postfach 1443, D-73230 Kirchheim/Teck, Germany; or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on October 29, 1996.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-28320 Filed 11-4-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-107-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300 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 A300 series airplanes. This proposal would require a one-time template inspection of the rear pressure bulkhead to detect dents; repetitive eddy current inspections of dents greater than a certain depth to detect cracking; and repair, if necessary. This proposal is prompted by a report indicating that cracking has been found in the vicinity of a dent in the rear pressure bulkhead of one airplane. The actions specified by the proposed AD are intended to prevent fatigue cracking resulting from a dent in the rear pressure bulkhead, which if uncorrected, could reduce the structural integrity of the bulkhead, and consequently lead to rapid depressurization of the airplane.

DATES: Comments must be received by December 16, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-107-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-107-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-107-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 certain Airbus Model A300 series airplanes. The DGAC advises that it has received a report indicating that cracking caused by fatigue has been detected in the vicinity

of a dent in the rear pressure bulkhead of a Model A300 series airplane; the cause of the denting has not yet been ascertained, however. Due to the force required to dent the rear pressure bulkhead, it is likely the dent did not occur while the airplane was in service, but could have resulted from a shipping accident prior to installation of the bulkhead, or from procedures used to install the bulkhead on the airplane. Furthermore, it is not known if this denting is strictly an isolated occurrence or if it could affect other Model A300 series airplanes. What is known, however, is that denting in this area can lead to cracking which, if not corrected, could reduce the structural integrity of the rear pressure bulkhead, and consequently lead to rapid depressurization of the airplane.

Explanation of Relevant Service Information

Airbus has issued Service Bulletin No. A300-53-302, dated November 3, 1995, which describes procedures for conducting a one-time template inspection of the rear pressure bulkhead to detect dents; conducting repetitive eddy current inspections of dents greater than a certain depth to detect fatigue cracking; and repair, if necessary.

Depending on the extent and location of the cracking, the service bulletin, in some circumstances, provides for continued flight without immediate repair of the damaged area; temporary and permanent repairs, however, are to be performed eventually. In other situations, the service bulletin instructions recommend the installation of a permanent repair to be performed prior to further flight. The accomplishment of this permanent repair procedure eliminates the need for repetitive eddy current inspections and temporary repair.

The DGAC classified this service bulletin as mandatory and issued French airworthiness directive (CN) 95-245-192(B), dated December 6, 1995, 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.

The FAA acknowledges that additional data is necessary to ascertain if the denting that was found on the incident airplane was the result of an isolated event, or if it was the consequence of common shipping practices, common installation practices, or both. The manufacturer is continuing its work to determine this. However, regardless of the lack of data at this time to establish the cause of the denting, the major consideration in the FAA's decision to promulgate this AD action is the possibility of dents existing on airplanes throughout the fleet and going undetected. The concentration of stress in a dented area increases the likelihood that fatigue cracking will occur. These cracks, if allowed to propagate, can reduce the structural integrity of the rear pressure bulkhead, and consequently result in rapid depressurization of the airplane.

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 one-time template inspection of the rear pressure bulkhead to detect dents; repetitive eddy current inspections of dented areas greater than a certain depth to detect fatigue cracking; and repair, if necessary.

The extent and location of cracking would determine whether temporary or permanent repair is to be accomplished prior to further flight. In addition, permanent repair would constitute terminating action for the repetitive eddy current inspections and temporary repair requirements.

The proposed inspection and certain repairs would be required to be accomplished in accordance with the service bulletin described previously.

Differences Between Proposed AD and Relevant Service Information

When radial cracking is detected in the circumferential strap and/or the rivet area, the service bulletin provides for continued flight prior to repair. However, the proposed AD would require repair prior to further flight, regardless of the type of crack or where the cracking occurs. If radial cracking is detected only in the circumferential strap, however, a temporary repair would be allowed prior to further flight; all other cracking in the rear pressure

bulkhead would be required to be permanently repaired before further flight.

Due to the safety implications and consequences associated with cracking in the rear pressure bulkhead, the FAA has determined that continued flight without the immediate accomplishment of temporary or permanent repair, as applicable, is unacceptable.

Cost Impact

The FAA estimates that 15 Airbus Model A300 series airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 5 work hours per airplane to accomplish the proposed inspection for denting, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$4,500, or \$300 per airplane.

The cost impact figure discussed above is 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–107–AD.

Applicability: Model A300 airplanes having serial numbers 001 through 0156, inclusive, 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 (d) 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 fatigue cracking of the rear pressure bulkhead, which could reduce its structural integrity, and consequently lead to rapid depressurization of the airplane, accomplish the following:

(a) Within 12 months after the effective date of this AD, perform a template inspection to detect dents of the rear pressure bulkhead in the area between right hand and left hand radial stiffeners RS 5 and RS 13, in accordance with Airbus Service Bulletin No. A300–53–302, dated November 3, 1995.

(b) If no dent, or if no dent that is greater than 2 mm in depth, is detected during the template inspection required by paragraph (a) of this AD: No further action is required by this AD.

(c) If any dent that is greater than 2 mm in depth is detected during the template inspection required by paragraph (a) of this AD: Prior to further flight, inspect the dent for cracking, in accordance with Airbus Service Bulletin No. A300–53–302, dated November 3, 1995.

(1) If no crack is detected: Repeat the inspection for cracking at intervals not to exceed 2,000 landings until the permanent repair specified in paragraph (c)(1)(i) of this AD is accomplished.

(i) Prior to the accumulation of 5 years or 11,000 landings after the effective date of this

AD, whichever occurs first, accomplish the permanent repair of the dent in accordance with paragraph 2.B.(3)(c) 1 of the Accomplishment Instructions of the service bulletin.

(ii) Accomplishment of the permanent repair of the dent constitutes terminating action for the repetitive inspection requirements of this paragraph, and thereafter, no further action is required.

(2) If only radial cracking is detected in the circumferential strap and no other cracking is found elsewhere in the rear pressure bulkhead: Prior to further flight, accomplish the circumferential strap repair, in accordance with paragraph 2.B.(3)(c) 2 of the Accomplishment Instructions of the service bulletin. Thereafter, inspect the dent for cracking at intervals not to exceed every 1,000 landings until the permanent repair specified in paragraph (c)(2)(i) of this AD is accomplished.

(i) Prior to the accumulation of 5 years or 11,000 landings from the effective date of this AD, whichever occurs first, accomplish permanent repair of the dent in accordance with the paragraph 2.B.(3)(c) 2 of the Accomplishment Instructions of the service bulletin.

(ii) Accomplishment of the permanent repair of the dent constitutes terminating action for the repetitive inspection and repair requirements of this paragraph and thereafter, no further action is required.

(3) If any other cracking not specified in paragraph (c)(1) or (c)(2) of this AD is detected: Prior to further flight, accomplish a permanent repair of the dent in accordance with the paragraph 2.B.(3)(c) 3 or 4, as applicable, of the Accomplishment Instructions of the service bulletin; or in a manner approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Accomplishment of the permanent repair of the dent in accordance with the Accomplishment Instructions of the service bulletin constitutes terminating action for the requirements of this AD and, thereafter, no further action is required.

(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, 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.

(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 airplane to a location where the requirements of this AD

can be accomplished. Issued in Renton, Washington, on October 29, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-28322 Filed 11-4-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-94-AD]

Airworthiness Directives; Fokker Model F28 Mark 0100 and Mark 0070 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 Fokker Model F28 Mark 0100 and Mark 0070 series airplanes. This proposal would require modification of the hook and latch engagement assemblies of the engine cowl doors, measurement of the aerodynamic mismatch between the fixed cowl and lower cowl door, and repair, if necessary. This proposal is prompted by reports of operational experience that indicate that an aerodynamic mismatch may exist between the fixed engine cowl and the lower cowl door, and may be the result of one or more hooks of the engagement assemblies not engaging adequately. This condition may cause the other hooks to carry loads higher than they were originally designed to carry, and could result in the failure of those hooks that are engaged. The actions specified by the proposed AD are intended to prevent possible separation of the lower cowl from the airplane due to failure of the hooks of the engagement assemblies.

DATES: Comments must be received by December 16, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-94-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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the FAA, Transport

Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Dulin, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2141; 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.

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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. 95-NM-94-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, recently notified the FAA that an unsafe condition may exist on certain Fokker Model F28 Mark 0100 and Mark 0070 series airplanes. The RLD has received reports indicating that operational experience has shown that an aerodynamic mismatch (gap) may exist between the fixed engine cowl and the lower cowl door. The lower cowl