(1) If no cracking is found, repeat the repetitive inspections and follow-on actions in accordance with Table I of the Lockheed service bulletin. As of the effective date of this AD, these actions shall be repeated at the times specified only in accordance with Table 1 of Revision 5 of the Lockheed service bulletins. To avoid unnecessary grounding of airplanes that are currently being inspected in accordance with the schedule specified in Revision 4 of the Lockheed service bulletin, the next repeated action that is to be accomplished after the effective date of this AD shall be performed at the time specified in Table I of Revision 5 of the Lockheed service bulletin, or within 30 days after the effective date of this AD, whichever occurs later.

(2) If any finding of cracking is confirmed, prior to further flight, accomplish paragraph (a)(2)(i), (a)(2)(ii), or (a)(2)(iii) of this AD.

(i) Repair the cracked area in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Thereafter, perform the repetitive inspections and follow-on actions as specified in paragraph (a)(1) of this AD.

(ii) Repair the rear spar upper and lower caps between IWS 228 and 346 in accordance with the Lockheed Model L–1011 Structural Repair Manual. Thereafter, perform the repetitive inspections and follow-on actions required by paragraph (a)(1) of this AD. Or

(iii) Modify the rear spar upper and lower caps and web in accordance with the applicable Lockheed service bulletin listed in this paragraph, below. Accomplishment of the modification constitutes terminating action for the requirements of this AD.

—Lockheed L–1011 Service Bulletin 093–57–184, Revision 7, dated December 6, 1994, as amended by Change Notification 093–57–184, R7–CN1, dated August 22, 1995; or

—Lockheed Service Bulletin 093–57–196, Revision 6, dated December 6, 1994, as amended by Change Notification 093–57–196, R6–CN1, dated August 22, 1995; or

—Lockheed L–1011 Service Bulletin 093–57–215, dated April 11, 1996. Modification of Model L–1011–385–3 airplanes must be accomplished in accordance with this service bulletin.

Note 3: Accomplishment of the modification specified in paragraph (a)(2)(iii) of this AD prior to the effective date of this AD in accordance with the following Lockheed service bulletins, as applicable, is considered to be in compliance with this paragraph:

- Lockheed L–1011 Service Bulletin 093–57–184, Revision 6, dated October 28, 1991
- Lockheed L–1011 Service Bulletin 093–57–184, Revision 7, dated December 6, 1994
- Lockheed L–1011 Service Bulletin 093–57–196, Revision 5, dated October 28, 1991
- Lockheed L–1011 Service Bulletin 093–57–196, Revision 6, dated December 6, 1994

(b) *For airplanes on which the inspections and follow-on actions required by AD 96–07–13, amendment 39–9563, have not been initiated prior to the effective date of this AD:* At the times specified in Table I of Lockheed L–1011 Service Bulletin 093–57–203, Revision 5, dated April 22, 1996; or within 30 days after the effective date of this AD; whichever occurs later: Perform initial inspections and various follow-on actions to detect cracking in the areas specified in, at the times indicated in, and in accordance with Lockheed L–1011 Service Bulletin 093–57–203, Revision 5, dated April 22, 1996.

(1) If no cracking is found: Repeat the inspections and follow-on actions in accordance with the times specified in Table I of the Lockheed service bulletin.

(2) If any finding of cracking is confirmed: Prior to further flight, accomplish either paragraph (b)(2)(i), (b)(2)(ii), or (b)(2)(iii) of this AD.

(i) Repair the cracked area in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Thereafter, perform the repetitive inspections and follow-on actions at the times specified in Table 1 of the Lockheed service bulletin. Or

(ii) Repair the rear spar upper and lower caps between IWS 228 and 346 in accordance with the Lockheed Model L–1011 Structural Repair Manual. Thereafter, perform the repetitive inspections and follow-on actions at the times specified in Table 1 of the Lockheed service bulletin. Or

(iii) Modify the rear spar upper and lower caps and web in accordance with paragraph (a)(2)(iii) 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, Atlanta ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(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 25, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–8125 Filed 3–31–97; 8:45 am]

BILLING CODE 4910–13–U

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14 CFR Part 39

[Docket No. 96–NM–194–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Industrie 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 Industrie Model A310 and A300–600 series airplanes. This proposal would require modifying the rudder trim switch and control knob. This proposal is prompted by reports of in-flight uncommanded rudder trim activation due to inadvertent activation of the rudder trim control switch, failure of the switch, or incorrect installation of the switch. The actions specified by the proposed AD are intended to prevent such uncommanded rudder trim activation, which could result in uncommanded yaw/roll excursions and consequent reduced controllability of the airplane.

DATES: Comments must be received by May 9, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–194–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: Tom Groves, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–1503; 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–194–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–194–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 Industrie Model A310 and A300–600 series airplanes. The DGAC advises it received reports indicating that uncommanded rudder trim activation occurred during flight on these airplanes. These events were attributed to the following causes:

- Unintentional activation of the rudder trim when documentation was inadvertently placed against the control knob;
- Failure of the rudder trim control switch on panel 408VU; or

Incorrect installation of the rudder trim control switch.

Uncommanded activation of the rudder trim, if not corrected, could lead to uncommanded yaw/roll excursions and consequent reduced controllability of the airplane.

Explanation of Relevant Service Information

Airbus Industrie has issued the following service bulletins that describe procedures to modify the rudder trim switch and control knob:

- Service Bulletin A300–27–6022, Revision 2, dated August 28, 1995 (for Model A300–600 series airplanes).
- Service Bulletin A300–27–6027, Revision 2, dated August 22, 1995; and Revision 3, dated March 13, 1996 (for Model A300–600 series airplanes).
- Service Bulletin A310–27–2058, Revision 2, dated August 28, 1995 (for Model A310 series airplanes).
- Service Bulletin A310–27–2071, Revision 2, dated August 22, 1995; and Revision 3, dated March 13, 1996 (for Model A310 series airplanes).

The modification procedures include replacing the rudder trim switch, control knob, and associated wires with new components and wiring; reinstalling panel 408VU; and conducting tests to ensure proper operation of the assembly. The accomplishment of these modifications will preclude uncommanded rudder trim activation.

The DGAC classified the previously described service bulletins as mandatory and issued French airworthiness directive (C/N) 95–246–193(B), dated December 6, 1995, 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 modifying the rudder trim switch and control knob. The actions would be required to be accomplished in accordance with the service bulletins described previously.

Cost Impact

The FAA estimates that 85 Airbus Industrie Model A310 and A300–600 series airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 7 work hours per airplane to accomplish the proposed actions, and that the average labor rate is $60 per work hour. Required parts would cost approximately $789 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be $102,765, or $1,209 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–194–AD.

Applicability: Model A310 and A300–600 series airplanes, on which Airbus Industrie Modifications 8566 and 10866 have not been incorporated; 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 uncommanded activation of the rudder trim, which, if not corrected, could lead to uncommanded yaw/roll excursions and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 90 days after the effective date of this AD, replace the rudder trim switch, control knob, and associated wires with new components and wiring in accordance with the applicable Airbus Industrie service bulletin specified in paragraph (a)(1) or (a)(2) of this AD.

(1) For Model A300–600 series airplanes: Airbus Service Bulletins A300–27–6022, Revision 2, dated August 28, 1995; and A300–27–6027, Revision 2, dated August 22, 1995, or Revision 3, dated March 13, 1996.

(2) For Model A310 series airplanes: Airbus Service Bulletins A310–27–2058, Revision 2, dated August 28, 1995; and A310–27–2071, Revision 2, dated August 22, 1995, or Revision 3, dated March 13, 1996.

Note 2: Modifications accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A300–27–6027, Revision 2, dated August 22, 1995 (for Model A300–600 series airplanes), or A310–27–2071, Revision 2, dated August 22, 1995 (for Model A310 series airplanes), are considered acceptable for compliance with the applicable action specified in this AD.

(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, 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.

(c) 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 25, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–8126 Filed 3–31–97; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–NM–171–AD]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 747–400, –400D, and –400F 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 Boeing Model 747–400, –400D, and –400F series airplanes. This proposal would require modification of the P212 and P213 panels of the cabin pressure control system. This proposal is prompted by a report of in-flight loss of cabin pressurization control due to a single failure of the auxiliary power unit (APU) battery. The actions specified by the proposed AD are intended to prevent loss of control of the cabin pressurization system, which could result in rapid depressurization of the airplane. Such rapid depressurization could result in deleterious physiological effects on the passengers and crew; and airplane diversions, which represent an increased risk to the airplane, passengers, and crew.

DATES: Comments must be received by May 9, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–171–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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Clayton R. Morris, Jr., Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227–2794; fax (206) 227–1181.

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–171–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–171–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The FAA received a report indicating that power from the 28-volt direct current (DC) hot battery bus of the auxiliary power unit (APU) was lost during flight on a Model 747–400 series airplane. Loss of power from the hot battery bus resulted in loss of a discrete signal to both interface control units (ICU's). Loss of the discrete signal indicated that ''manual'' control mode was selected, but the cabin pressure control system was still in ''automatic'' control mode. The ICU's went into standby mode and transmitted this status to both cabin pressure controllers (CPC's). The CPC's then went into