Directorate, 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: Stephen Slotte, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (206) 227-2797; fax (206) 227-1320. SUPPLEMENTARY INFORMATION: 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 A310, A300–600, and A320 series airplanes. The French DGAC advises that there have been reports of blockage of the air duct of the air extraction system for the lavatories on some airplanes. Investigation into the cause of this blockage has revealed that either the air extraction duct may be misaligned with the hole in the air extraction cover (i.e., the duct may be inverted and positioned 180 degrees out of alignment), or the ceiling louver (grille) that houses the ceiling light may be installed improperly (i.e., the light may be positioned directly over the point of extraction, which would prevent air

The service information referenced in

this AD may be obtained from Airbus

This information may be examined at

Bellonte, 31707 Blagnac Cedex, France.

Industrie, 1 Rond Point Maurice

the FAA, Transport Airplane

Each lavatory is equipped with an extraction system to remove lavatory air through a duct located above the lavatory ceiling. This duct is equipped with a smoke detector to monitor the extracted air for the presence of smoke. If this duct is obstructed, the air extraction system of the lavatories may be impaired, which could result in the smoke detection system failing to detect smoke in the lavatories.

from being extracted).

Airbus has issued All Operators Telex (AOT) 26-12, Revision 1, dated July 4, 1994, which describes procedures for inspections to verify proper installation of the grille (ceiling louver) over the air extraction duct of the lavatory and to detect blockages in the air extraction duct of the lavatory. This AOT also provides instructions for correcting improperly installed grilles and blockages in the duct. The French DGAC classified this AOT as mandatory and issued French airworthiness directives 94-169-161(B)R1, dated September 28, 1994 (for Model A310 and A300-600 series airplanes), and 94-168-058(B), dated July 20, 1994 (for

Model A320 series airplanes), in order to assure the continued airworthiness of these airplanes in France.

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 French DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the French 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.

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, this AD is being issued to prevent failure of the lavatory smoke detection system to detect smoke in the lavatories. This AD requires inspections to verify proper installation of the grille over the air extraction duct of the lavatory and to detect blockages in the air extraction duct of the lavatory, and correction of improperly installed grilles and blockages in the duct. The actions are required to be accomplished in accordance with the AOT described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

## **Comments Invited**

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption ADDRESSES. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether

additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95–NM–14–AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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: