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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 A340-211, -212, -311, and -312 series airplanes. The DGAC advises that results of a full-scale fatigue test, which was conducted by Airbus Industrie, indicate that fatigue cracking can occur between the 3 and 9 o'clock thrust reverser beams and the forward frame/"J"-ring in the thrust reversers' cowl structure. This condition, if not corrected, could result in loss of the use of the thrust reversers as a result of the problems associated with fatigue cracking in their cowl structure.

Airbus Industrie has issued Service Bulletin A340-78-4002, Revision 2, dated October 14, 1994, which describes procedures for installing a reinforcement modification on the structure of the left- and right-hand cowls of the thrust reversers. This modification consists of the installation of modified fittings between the forward frame and the 3 and 9 o'clock thrust reverser beams, and between the 3 and 9 o'clock beams and the internal fixed structure of the thrust reverser. This modification is intended to improve the load transfer between the 3 and 9 o'clock thrust reverser beams and the forward frame/"J"-ring. The DGAC classified this service bulletin as mandatory and issued French Airworthiness Directive (CN) 94-055-006(B)(R1), dated April 13, 1994, 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 21.19) 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.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent loss of the use of the thrust reversers as a result of the problems associated with fatigue cracking in their cowl structure. This AD requires installation of a reinforcement modification on the structure of the left- and right-hand cowls of the thrust reversers. The actions are required to be accomplished in accordance with the service bulletin described previously.

The modification of the right-hand cowl of the thrust reverser unit having serial number 3062, which is installed on the affected airplane having manufacturer's serial number (MSN) 011, is required at an interval sooner than the modification of the other cowls. That particular cowl section is required to be modified at 900 landings, whereas, the other cowl sections are required to be modified at 4,000 landings. This difference in these compliance times is due to the fact that the right-hand thrust reverser cowl section having serial number 3062 has an established life-limit of 900 cycles. In order to maintain the structural integrity of that part, it is necessary that it be modified before its currently-established life-limit is attained.

There currently are no Model A340-211, -212, -311, or -312 series airplanes on the U.S. Register. All airplanes included in the applicability of this rule 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 this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 92 work hours to accomplish the required actions, at an average labor charge of \$60 per work hour. Required parts would be provided by the manufacturer at no cost to operators. Based on these figures, the total cost impact of this AD would be \$5,520 per airplane.

Since this AD action does not affect any airplane that is currently on the U.S. Register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in

less than 30 days after publication in the **Federal Register**.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and 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-61-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.

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