

the inspections required by paragraph (b) of this AD. These actions are optional:

(1) Remove power units, P/N TR-991 or AL-0546, and replace with protected power units, P/N AL-5117, in accordance with ALC Installation Instruction (II) No. AL-11025M, dated March 15, 1992.

(2) Remove power units, P/N TR-992 or AL-0514, and replace with protected power unit, P/N AL-5112, in accordance with ALC II No. AL-11024M, dated March 15, 1992.

(3) Remove power supplies, P/N 18-95D, and dimmer, P/N 22-311, and replace with protected power supply, P/N AL-5118, in accordance with ALC II No. AL-11023M, Revision A, dated May 20, 1994.

(4) Remove power supplies, P/N AL-0598, and dimmer, P/N AL-0542, and replace with protected power supply, P/N AL-5130, in accordance with ALC II No. AL-11023M, Revision A, dated May 20, 1994.

(e) 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, New York Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the New York Aircraft Certification Office.

(f) 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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on December 27, 1994.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 94-NM-193-AD]

Airworthiness Directives; Airbus Model A300, 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 all Airbus Model A300, A310, and A300-600 series airplanes. This proposal would require repetitive mechanical and electrical inspections to detect chafing of electrical wiring; and repair or replacement of discrepant parts, and

repositioning the looms. This proposal is prompted by reports of wire chafing in the forward avionic compartment. The actions specified by the proposed AD are intended to prevent such chafing, which may lead to a short in the electrical circuits at the 104VU panel; this condition could result in unwanted depressurization, loss of wing de-icing, and loss of in-flight engine restart capability.

DATES: Comments must be received by February 13, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-193-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 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: 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:

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 94-NM-193-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. 94-NM-193-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 all Airbus Model A300, A310, and A300-600 series airplanes. The DGAC advises that it has received several reports of wire chafing in the forward avionic compartment. Investigation revealed that the chafing occurred at the top of the 104VU panel between the extending ladder in the avionic compartment (in the stowed position) and the 104VU wire bundles through the brown plastic cover; this cover protects the upper part of the 103VU/104VU/105VU panels. Investigation revealed that this chafing occurs when some of the attachment rivets of the ladder support shaft are sheared due to mishandling of the ladder. Model A310 and A300-600 series airplanes have significantly more wires in the subject area than Model A300 series airplanes. These wire bundles are sometimes positioned very close to the ladder. As a result, if the protective cover is damaged or torn, there is a risk of the cable chafing, even without rivet damage, for Model A310 and A300-600 series airplanes. This risk is greater in a case of cable bundle ballooning or when tie-wraps are loose or missing.

Chafing of the electrical wire cables between the upper part of the 104VU panel and the extending ladder in the avionic compartment, if not corrected, may lead to a short in the electrical circuits at the 104VU panel, which could result in unwanted depressurization, loss of wing de-icing, and loss of in-flight engine restart capability.

Airbus has issued All Operators Telex AOT 24-05, Revision 1, dated June 7, 1994, which describes procedures for repetitive mechanical and electrical inspections to detect discrepancies, repair or replacement of discrepant