Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803–5299; fax (781) 238–7199, Internet: Mark.C.Fulmer@faa.dot.gov. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120–0056:

(1) S/N of disks inspected in accordance with paragraph (a) of this AD

(2) S/N of disks found with arc burns and approximate size of the arc burn.

(3) S/N of disks repaired in accordance with paragraph (a) of this AD.

(4) Hours and CIS since last shop visit and total hours and CIS of disks inspected in accordance with paragraph (a) of this AD.

(5) Report to the Manager of the Engine Certification Office, within two business days of finding one of the following conditions as a result of inspecting a disk in accordance with paragraph (a) of this AD:

(i) A crack depth of more than 5 mils.

(ii) More than 2 tie rod holes with cracks.

(iii) Arc burn depth beyond 9 mils.

(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, Engine Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine 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 inspection requirements of this AD can be accomplished.

(g) The actions required by this AD shall be done in accordance with the following GE Engine Services—Dallas, LP, EB:

Document No.	Pages	Date
JT8D–025	1–3	March 27, 1998.

Total Pages: 3.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from GE Engine Services—Dallas LP, 9311 Reeves St., Dallas, TX 75235–2095. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(h) This amendment becomes effective on November 16, 1998.

Issued in Burlington, Massachusetts, on October 6, 1998.

Ronald L. Vavruska,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98–27463 Filed 10–15–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–74–AD; Amendment 39–10838; AD 98–21–30]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A300, A310, and A300–600 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A300 series airplanes and all Model A310 and A300–600 series airplanes, that requires repetitive inspections for wear damage of the aft attachment fittings of the articulated seats and dummy tracks in the passenger compartment; and repair, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to detect and correct wear damage of the aft attachment fittings of the articulated seats and dummy tracks. Such wear damage could cause the floor panels to sag and result in failure of flight control systems and consequent reduced controllability of the airplane.

DATES: Effective November 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 20, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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: Norman B. Martenson, Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate; telephone (425) 227–2110; fax (425) 227–1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Airbus Model A300 series airplanes and all Model A310 and A300–600 series airplanes was published in the **Federal Register** on April 20, 1998 (63 FR 19425). That action proposed to require repetitive inspections for wear damage of the aft attachment fittings of the articulated seats and dummy tracks in the passenger compartment; and repair, if necessary.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

Request To Revise Repair Criteria

The commenter, an operator, suggests that repair is not necessary for wear damage of 1 mm or less. (The proposed AD would have required repair of any damage.) The commenter reports that its current repair procedures, which have been approved by Airbus and the French airworthiness authority, involve repair only when the wear damage exceeds 1 mm. The commenter notes that the service bulletin cited in the proposed AD provides sliding wear/repair limits that allow operators the option to either repair wear damage of 2 mm or less, or continue to inspect until the wear damage exceeds 2 mm. The commenter also states that a wear rate of about 0.1 mm per 1,000 flight cycles is considered normal. Therefore, in order to comply with the AD as proposed, the commenter anticipates that all of its tracks/fittings would require repair for minor wear or replacement because of those normal wear conditions, at an estimated cost of $800,000.

The FAA concurs. Based on information provided by the commenter and clarification provided by the manufacturer and the French airworthiness authority, the FAA has determined that such an adjustment of the repair criteria will represent an appropriate option to operators and still maintain an acceptable level of safety. Paragraphs (c) and (d) of the final rule have been revised accordingly. However, the FAA finds that immediate repair of wear damage that exceeds 1 mm is necessary to maintain an adequate level of safety.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will

neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 126 airplanes of U.S. registry will be affected by this AD, that it will take approximately 48 work hours per airplane to accomplish the required inspection, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be $362,880, or $2,880 per airplane, per inspection cycle.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the 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 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 under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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:

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:

98–21–30 Airbus Industrie: Amendment 39–10838. Docket 98-NM–74-AD.

Applicability: Model A300 series airplanes on which Airbus Modification 3599 or 3135 (reference Airbus Service Bulletin A300–53–0188) has been accomplished, and all Model A310 and A300–600 series airplanes; 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 (f) 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 detect and correct wear damage of the aft attachment fittings of the articulated seats and dummy tracks in the passenger compartment, which could cause the floor panels to sag and result in failure of flight control systems and consequent reduced controllability of the airplane, accomplish the following:

(a) Perform a detailed visual inspection for wear damage of the aft attachment fittings of the articulated seats and dummy tracks in the passenger compartment, in accordance with Airbus Service Bulletins A300–53–0329, Revision 01 (for Airbus Model A300 series airplanes); A300–53–6105, Revision 01 (for Airbus Model A300–600 series airplanes); or A310–53–2101, Revision 01 (for Airbus Model A310 series airplanes), all dated October 17, 1997; at the applicable time specified in paragraph (a)(1) or (a)(2) of this AD.

(1) For airplanes that have accumulated less than 12,000 total flight cycles as of the effective date of this AD: Inspect prior to the accumulation of 6,000 total flight cycles, or within 18 months after the effective date of this AD, whichever occurs later.

(2) For airplanes that have accumulated 12,000 or more total flight cycles as of the effective date of this AD: Inspect within 12 months after the effective date of this AD.

(b) If no wear damage is detected during the inspection required by paragraph (a) of this AD, repeat the detailed visual inspection thereafter at intervals not to exceed 6,000 flight cycles.

(c) If any wear damage measuring 1 mm (0.039 in.) or less is detected during the inspection required by paragraph (a) of this AD, accomplish either paragraph (c)(1) or (c)(2) of this AD, in accordance with Airbus Service Bulletin A300–53–0329, Revision 01 (for Airbus Model A300 series airplanes); A300–53–6105, Revision 01 (for Airbus Model A300–600 series airplanes); or A310–53–2101, Revision 01 (for Airbus Model A310 series airplanes); all dated October 17, 1997; as applicable.

(1) Repeat the inspection required by paragraph (a) of this AD at the interval specified in Figure 1, Sheet 1, of the applicable service bulletin, for the depth of wear damage detected. Or,

(2) Prior to further flight, repair the wear damage. Thereafter, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 6,000 flight cycles.

(d) If any wear damage measuring more than 1 mm (0.039 in.), and less than or equal to 2 mm (0.078 in.), is detected during the inspection required by paragraph (a) of this AD: Prior to further flight, repair in accordance with Airbus Service Bulletin A300–53–0329, Revision 01 (for Airbus Model A300 series airplanes); A300–53–6105, Revision 01 (for Airbus Model A300–600 series airplanes); or A310–53–2101, Revision 01 (for Airbus Model A310 series airplanes); all dated October 17, 1997; as applicable. Repeat the inspection thereafter at intervals not to exceed 6,000 flight cycles.

(e) If any wear damage measuring more than 2 mm (0.078 in.) is detected during the inspection required by paragraph (a) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate. Repeat the visual inspection thereafter at intervals not to exceed 6,000 flight cycles.

(f) 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, International Branch, ANM–116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintence Inspector, who may add comments and then send it to the Manager, International Branch, ANM–116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM–116.

(g) 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.

(h) Except as provided by paragraph (e) of this AD, the actions shall be done in accordance with Airbus Service Bulletin A300–53–0329, Revision 01, dated October 17, 1997; Airbus Service Bulletin A300–53–6105, Revision 01, dated October 17, 1997; or A310–53–2101, Revision 01, dated October

17, 1997; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in French airworthiness directive 97–116–222(B), dated May 21, 1997.

(i) This amendment becomes effective on November 20, 1998.

Issued in Renton, Washington, on October 6, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–27460 Filed 10–15–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–260–AD; Amendment 39–10837; AD 98–21–29]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 747–100, –200, –300, –400, 747SP, and 747SR Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 747–100, –200, –300, –400, 747SP, and 747SR series airplanes, that requires a one-time visual inspection to determine the part number of the fuel shutoff valve installed in the outboard engines. The AD also requires replacement of certain valves with new valves, or modification of the spar valve body assembly, and various follow-on actions. This amendment is prompted by reports indicating that, due to high fuel pressure, certain fuel system components of the outboard engines have failed on in-service airplanes. The actions specified by this AD are intended to prevent such high fuel pressure, which could result in failure of the fuel system components; this situation could result in fuel leakage and, consequently, lead to an engine fire.

DATES: Effective November 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 20, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207; or ITT Aerospace Controls, 28150 Industry Drive, Valencia, California 91355. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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: Sulmo Mariano, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (425) 227–2686; fax (425) 227–1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Boeing Model 747–100, –200, –300, and –400 series airplanes was published in the **Federal Register** on February 7, 1997 (62 FR 5783). That action proposed to require a one–time visual inspection to determine the part number of the fuel shutoff valve installed in the outboard engines. That action also proposed to require replacement of certain valves with new valves, or modification of the spar valve body assembly, and various follow–on actions.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter supports the proposed rule.

Request To Revise Applicability of Proposed AD

One commenter, the manufacturer, requests that the FAA limit the applicability of the proposed AD to airplanes having line numbers 629 through 1006 inclusive. Another commenter requests that the proposed AD be limited to only Boeing Model 747–400 series airplanes.

The manufacturer states that the subject fuel shutoff valve with the faulty thermal relief assembly was delivered to them no earlier than January 1986. Therefore, the manufacturer estimates that airplanes starting with line number 629—the first Boeing Model 747 series airplane delivered in January 1986—could be subject to the identified unsafe condition.

The manufacturer also states that eight in–service events have occurred on Boeing Model 747–400 series airplanes powered by General Electric or Rolls Royce engines that were installed in the outboard positions only. There have been no confirmed events on General Electric or Rolls Royce engines installed in the inboard positions, or Boeing Model 747–400 series airplanes or Boeing 747–100, –200, and –300, 747SP, and 747SR series airplanes (i.e., Classic airplanes) powered by Pratt & Whitney series engines. The manufacturer states that Boeing Alert Service Bulletin 747–28A2199, dated August 1, 1996 (referenced in the proposal as an appropriate source of service information), included line numbers 1 through 1006 inclusive because at the time the alert service bulletin was released, a comprehensive installation comparison had not been completed nor had the quantitative risk assessment been concluded.

Since issuance of the alert service bulletin, the manufacturer has concluded that the close location of pneumatic ducts to the fuel lines for the outboard engine increases the possibility of higher pressures in the outboard engine fuel lines after the engines are shut down. The two Rolls Royce in–service events on the fuel cooled oil cooler (FCOC) can be attributed to the fact that the FCOC is a low pressure design.

The second commenter believes that malfunctioning spar valve thermal relief assemblies are a secondary cause of the subject problem. The commenter states that the primary cause is the unique configuration of the outboard strut on Boeing Model 747–400 series airplanes that has an excessive heat source near the fuel line.

The FAA concurs partially. The FAA does not agree with the commenter's request to limit the applicability of the final rule to only Boeing Model 747–400 series airplanes. The FAA points out that the incidents that prompted this AD occurred on certain Boeing Model 747 series airplanes on which the spar valves had a modified thermal relief assembly. Because these spar valves may be installed on airplanes other than Model 747–400 series airplanes, the FAA has determined that these airplanes also are subject to the addressed unsafe condition. In addition, the heat from sources close to the fuel lines do not per se create the problem. However, the FAA does agree with the manufacturer's request to limit the applicability of the final rule to airplanes having line numbers 629