

(1) The incorporation by reference of Airbus Service Bulletin A300-29-0109, dated January 27, 1997; Airbus Service Bulletin A310-29-2077, dated January 27, 1997; and Airbus Service Bulletin A300-29-6038; dated January 27, 1997; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Airbus Service Bulletin A300-29-0108, dated April 1, 1996; Airbus Service Bulletin A310-29-2076, dated April 1, 1996; and Airbus Service Bulletin A300-29-6037, dated April 1, 1996; was approved previously by the Director of the Federal Register as of December 2, 1997 (62 FR 55726, October 28, 1997).

(3) 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 4: The subject of this AD is addressed in French airworthiness directive 95-163-182(B)R3, dated May 7, 1997.

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

Issued in Renton, Washington, on October 7, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-27482 Filed 10-15-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-288-AD; Amendment 39-10839; AD 98-21-31]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments. NUREG

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Airbus Model A300 series airplanes. This action requires incorporating into the FAA-approved maintenance program certain torque values for installing certain nuts and bolts of the engine attachment fittings; and follow-on actions, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are

intended to prevent cracking of the nuts and bolts of the engine attachment fittings due to overtightening; such cracking could propagate and result in separation of the engine from the airplane.

DATES: Effective November 2, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 2, 1998.

Comments for inclusion in the Rules Docket must be received on or before November 16, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-288-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

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 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.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

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 A300 series airplanes. The DGAC advises that the October 1, 1997, revision of the Airbus Industrie A300 Airplane Maintenance Manual provided an incorrect, excessive torque value range of 450-500 foot pounds, instead of the correct range of 320-340 foot pounds, for installation of the nuts and bolts of the forward and aft attachment fittings for CF6-50C2 engines. Such overtightening could result in cracking of the nuts and bolts, which, if allowed to propagate, could cause separation of the engine from the airplane.

Explanation of Relevant Service Information

Airbus has issued All Operators Telex (AOT) A300/AOT 71-07, dated September 8, 1998. The AOT describes procedures for a one-time inspection of the engine change job card to determine the torque value range

specified for installing the nuts and bolts of the engine forward and aft fittings. Additionally, for airplanes for which the maintenance program is determined to contain incorrect torque values, the AOT describes procedures for correcting the job card, and either replacing all nuts and bolts with new parts or inspecting the nuts and bolts for cracks and eventually replacing all nuts and bolts with new parts. The DGAC approved this AOT and issued French airworthiness directive T98-376-260 (B) in order to assure the continued airworthiness of these airplanes in France.

FAA's Conclusions

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 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 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, this AD is being issued to prevent cracking of the nuts and bolts of the engine attachment fittings due to overtightening, which could result in crack propagation and consequent separation of the engine from the airplane. This AD requires incorporating into the FAA-approved maintenance program certain torque values for installing certain nuts and bolts; and accomplishing follow-on actions specified in the AOT, if necessary.

Determination of Rule's Effective Date

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 98-NM-288-AD." The postcard will be date stamped and returned to the commenter.

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.

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:

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:

98-21-31 Airbus Industrie: Amendment 39-10839. Docket 98-NM-288-AD.

Applicability: All Model A300 series airplanes equipped with CF6-50C2 engines, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been 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 (e) 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 cracking of the nuts and bolts of the engine attachment fittings due to overtightening, which could result in crack propagation and consequent separation of the engine from the airplane, accomplish the following:

(a) For all airplanes: Within 10 flight cycles after the effective date of this AD, incorporate the torque value range for the nuts and bolts of the engine forward and aft attachment fittings into the FAA-approved maintenance program, to indicate the correct range specified by Airbus All Operators Telex (AOT) A300/AOT 71-07, dated September 8, 1998.

(b) For airplanes on which an engine has been replaced between October 1, 1997, and 10 days after the effective date of this AD; if either.

• The incorrect torque value range was incorporated for the nuts and bolts of the engine attachment fittings, as specified in the October 1, 1997, revision of the Airbus Industrie A300 Airplane Maintenance Manual (AMM); or

• Maintenance records do not indicate incorporation of the correct torque values, as specified in Airbus All Operators Telex (AOT) A300/AOT 71-07, dated September 8, 1998:

Within 10 flight cycles after the effective date of this AD, accomplish either paragraph (b)(1) or (b)(2) of this AD.

(1) Replace all nuts and bolts with new parts, in accordance with the AOT. Or

(2) Remove all nuts and bolts; perform a penetrant inspection to detect cracking of the nuts and bolts, in accordance with the AOT; and accomplish paragraph (b)(2)(i) or (b)(2)(ii), as applicable, of this AD.

(i) If no crack is detected, prior to further flight, reinstall the nuts and bolts that were removed for the inspection. Within 50 flight cycles, replace all nuts and bolts with new parts, in accordance with the AOT.

(ii) If any crack is detected in any nut or bolt, prior to further flight, replace the cracked nut or bolt with a new part and reinstall the uncracked nuts and bolts. Within 50 flight cycles, replace (with a new part) any nut and bolt that has not been replaced within the last 50 flight cycles, in accordance with the AOT.

(c) For airplanes on which an engine has been replaced between October 1, 1997, and 10 days after the effective date of this AD, using the correct torque value range for the nuts and bolts of the engine attachment fittings, as specified in Airbus All Operators Telex (AOT) A300/AOT 71-07, dated September 8, 1998: No further action is required by this AD.

(d) As of the effective date of this AD, no person shall reinstall, on any airplane, any nut or bolt that has been replaced with a new part in accordance with paragraph (b) of this AD.

(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, International Branch, ANM-116, 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, 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.

(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 airplane to a location where the requirements of this AD can be accomplished.

(g) Except for the maintenance program revision provided for in paragraph (a) of this AD, the actions shall be done in accordance with Airbus All Operators Telex (AOT) A300/AOT 71-07, dated September 8, 1998. 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 T98-376-260 (B).

(h) This amendment becomes effective on November 2, 1998.

Issued in Renton, Washington, on October 7, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-341-AD; Amendment 39-10842; AD 98-21-34]

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 all Airbus Model A300, A310, and A300-600 series airplanes, that requires repetitive inspections to detect corrosion and cracks on the bottom area of the wing skin, and corrective action, 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 corrosion and cracks on the bottom area of the wing skin, which could result in reduced structural integrity 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, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; 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 all Airbus Model A300, A310, and A300-600 series airplanes was published in the **Federal Register** on March 24, 1998 (63 FR 14044). That action proposed to require repetitive inspections to detect corrosion and cracks on the bottom area of the wing skin, and corrective action, 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 Clarify Certain Data in Table 3

The commenter (the manufacturer) requests that the proposal be revised to specify the correct value for a certain inspection interval. The commenter notes that the compliance time listed in Table 3. of the proposed AD specifies that the nondestructive testing (NDT) high frequency eddy current (HFEC) inspection interval for area "1, 2, 3a" should read "21,100 flight hours," instead of "12,100 flight hours."

The FAA concurs. Based on a review of the information provided by the manufacturer, the FAA finds that, as published, the proposed AD contains a typographical error in Table 3. in the "NDT (HFEC) Interval" column for area "1, 2, 3a." The FAA has revised Table 3. of the final rule to indicate the correct inspection interval of 21,100 flight hours.

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 change described previously. The FAA has determined that this change will neither increase the economic burden on any

operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 49 Model A300 and A310 series airplanes, and 51 Model A300-600 series airplanes, of U.S. registry will be affected by this AD, that it will take approximately 8 work hours per airplane per inspection cycle to accomplish the required actions, 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 \$48,000, or \$480 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: