

appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(e) 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.

(f) Except as provided by paragraphs (b) and (c) of this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 747-28A2199, dated August 1, 1996; or ITT Service Bulletin SB125120-28-01, ITT Service Bulletin SB107970-28-01, and ITT Service Bulletin SB125334-28-01; all dated July 15, 1996. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207; or ITT Aerospace Controls, 28150 Industry Drive, Valencia, California 91355. 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.

(g) 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.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-187-AD; Amendment 39-10840; AD 98-21-32]

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 supersedes an existing airworthiness directive (AD), applicable to all Airbus Model A300, A310, and A300-600 series airplanes, that currently requires performing a ram air turbine (RAT) extension test; removing and disassembling the RAT uplock mechanism; performing an inspection to detect corrosion of the RAT uplock mechanism, and

replacement with a new assembly, if necessary; and cleaning all the parts of the RAT control shaft and its bearing component parts. This amendment requires modification of the RAT unlocking control unit, which constitutes terminating action for the repetitive tests and inspections. This amendment also limits the applicability of the existing AD. 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 prevent corrosion of the RAT uplock pin/shaft and needle, which could result in failure of the RAT to deploy and consequent loss of emergency hydraulic power to the flight controls in the event that power is lost in both engines.

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.

The incorporation by reference of certain other publications, as listed in the regulations, was approved previously by the Director of the Federal Register as of December 2, 1997 (62 FR 55726, October 28, 1997).

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) by superseding AD 97-22-06, amendment 39-10177 (62 FR 55726, October 28, 1997), which is applicable to all Airbus Model A300, A310, and A300-600 series airplanes, was published in the **Federal Register** on August 13, 1998 (63 FR 43349). The action proposed to continue to require performing a ram air turbine (RAT) extension test; removing and disassembling the RAT uplock mechanism; performing an inspection to detect corrosion of the RAT uplock

mechanism, and replacement with a new assembly, if necessary; and cleaning all the parts of the RAT control shaft and its bearing component parts. The action also proposed to require modification of the RAT unlocking control unit, which constitutes terminating action for the repetitive tests and inspections. Additionally, the action proposed to limit the applicability of the existing AD.

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.

The commenter supports the proposed rule.

Explanation of Correction Made to This Final Rule

In paragraph (a) of the proposed rule, the FAA inadvertently referenced Airbus Service Bulletins A300-29-0108, dated April 1, 1996; A310-29-2076, dated April 1, 1996; and A300-29-6037, dated April 1, 1996; for accomplishment of the action required by paragraph (a)(1) of the NPRM. However, the Airplane Maintenance Manual is the correct reference for accomplishment of the action required by paragraph (a)(1). Paragraph (a) of this final rule has been revised accordingly.

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 previously described. 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

There are approximately 126 Model A300, A310, and A300-600 series airplanes of U.S. registry that will be affected by this AD.

The actions that are currently required by AD 97-22-06, and retained in this AD, take approximately 10 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will be provided by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the previously required actions on U.S. operators is estimated to be \$75,600, or \$600 per airplane.

The new modification that is required in this AD action will take approximately 9 work hours per airplane to accomplish, at an average

labor rate of \$60 per work hour. Required parts will cost approximately \$1,972 per airplane. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be \$316,512, or \$2,512 per airplane.

The cost impact figures discussed above are 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 removing amendment 39-10177 (62 FR

55726, October 28, 1997), and by adding a new airworthiness directive (AD), amendment 39-10840, to read as follows:

98-21-32 Airbus Industrie: Amendment 39-10840. Docket 98-NM-187-AD. Supersedes AD 97-22-06, Amendment 39-10177.

Applicability: Model A300, A310, and A300-600 series airplanes on which Airbus Modification 11527 has not been accomplished; 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 (d) 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 corrosion of the ram air turbine (RAT) uplock pin/shaft and needle, which could result in failure of the RAT to deploy and consequent loss of emergency hydraulic power to the flight controls in the event that power is lost in both engines, accomplish the following:

Restatement of the Requirements of AD 97-22-06

(a) Within 30 months since the date of manufacture, or within 3 months after December 2, 1997 (the effective date of AD 97-22-06, amendment 39-10177), whichever occurs later, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD. Thereafter, repeat these actions at intervals not to exceed 30 months.

(1) Perform a RAT extension test on the ground, in accordance with the procedures specified in the Airplane Maintenance Manual.

(2) Disassemble and remove the uplock mechanism of the RAT and perform a visual inspection of the uplock mechanism to detect corrosion, in accordance with Airbus Service Bulletin A300-29-0108, dated April 1, 1996 (for Model A300 series airplanes); A310-29-2076, dated April 1, 1996 (for Model A310 series airplanes); or A300-29-6037, dated April 1, 1996 (for Model A300-600 series airplanes); as applicable.

Note 2: For the purposes of this AD, the RAT uplock mechanism includes both the lever assembly and uplock unit.

(i) If no corrosion is detected: Prior to further flight, clean and lubricate the uplock mechanism and its associated parts, reinstall the assembly, and perform a retraction/extension/retraction of the RAT, in accordance with the applicable service bulletin.

(ii) If any corrosion is detected in any part of the uplock mechanism, prior to further

flight, accomplish either paragraph (a)(2)(ii)(A) or (a)(2)(ii)(B) of this AD in accordance with the applicable service bulletin.

(A) Replace the uplock mechanism with a new part and perform a retraction/extension/retraction of the RAT, in accordance with the applicable service bulletin. Or

(B) Clean and lubricate the uplock mechanism and its associated parts. Within 30 days following accomplishment of this cleaning and lubrication, replace the uplock mechanism with a new part and perform a retraction/extension/retraction of the RAT.

(b) Initial accomplishment of the actions required by paragraph (a) of this AD that have been performed in accordance with Airbus All Operator Telex 29-16, Revision 01, dated January 10, 1996, is considered acceptable for compliance with the initial RAT extension test and an initial visual inspection as required by paragraph (a) of this AD. However, the first repetitive inspection, as required by paragraph (a) of this AD, must be performed within 30 months after that RAT extension test and visual inspection were conducted, and repeated thereafter at intervals not to exceed 30 months.

New Requirements of This AD

(c) Within 30 months after the effective date of this AD, modify the RAT unlocking control unit in accordance with Airbus Service Bulletin A300-29-0109 (for Model A300 series airplanes); A310-29-2077 (for Model A310 series airplanes); or A300-29-6038 (for Model A300-600 series airplanes); all dated January 27, 1997; as applicable. Accomplishment of this modification constitutes terminating action for the repetitive test and inspection requirements of this AD.

(d) 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(e) 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.

(f) Except as provided by paragraph (a)(1) of this AD, the actions shall be done in accordance with Airbus Service Bulletin A300-29-0108, dated April 1, 1996; Airbus Service Bulletin A310-29-2076, dated April 1, 1996; Airbus Service Bulletin A300-29-6037, dated April 1, 1996; 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; as applicable.

(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