

flaking or galling, and exhibits no corrosion in the grooves: Prior to further flight, replace the forward trunnion spacer assembly with a new part in accordance with the service bulletin, or with a part that has been reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual.

(3) Condition 3. If the lubrication holes on the forward trunnion spacer assembly are blocked by opposing bushings, and the forward trunnion bolt reveals chrome flaking, galling, or corrosion in the grooves, accomplish either paragraph (a)(3)(i) or (a)(3)(ii) of this AD:

(i) Option 1. Prior to further flight, replace the forward trunnion spacer assembly with a new part in accordance with the service bulletin, or with a part that has been reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual; and replace the forward trunnion bolt with a new part in accordance with the service bulletin. Or

(ii) Option 2. Prior to further flight, replace the forward trunnion spacer assembly with a new part in accordance with the service bulletin, or with a part that has been reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual; and rework the forward trunnion bolt in accordance with the service bulletin.

(b) For airplanes listed in McDonnell Douglas Service Bulletin DC10-32-248, dated December 17, 1997: Except as provided by paragraph (e) of this AD, within 24 months after the effective date of this AD, perform a one-time visual inspection of the lubrication holes on the forward trunnion spacer assembly on the MLG for blockage by opposing bushings, and perform a one-time visual inspection of the forward trunnion bolt on the left and right MLG for chrome flaking, galling, and corrosion in the grooves; in accordance with the service bulletin.

(1) Condition 1. If the lubrication holes on the forward trunnion spacer assembly are not blocked by opposing bushings, and the forward trunnion bolt does not reveal chrome flaking, or galling, and exhibits no corrosion in the grooves, no further work is required by this AD.

(2) Condition 2. If the lubrication holes on the forward trunnion spacer assembly are blocked by opposing bushings, and the forward trunnion bolt does not reveal chrome flaking or galling, and exhibits no corrosion in the grooves: Prior to further flight, replace the forward trunnion spacer assembly with a new part in accordance with the service bulletin, or with a part that has been reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual.

(3) Condition 3. If the lubrication holes on the forward trunnion spacer assembly are blocked by opposing bushings, and the forward trunnion bolt reveals chrome flaking, galling, or corrosion in the grooves, accomplish either paragraph (b)(3)(i) or (b)(3)(ii) of this AD:

(i) Option 1. Prior to further flight, replace the forward trunnion spacer assembly with a new part in accordance with the service bulletin, or with a part that has been

reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual; and replace the forward trunnion bolt with a new part in accordance with the service bulletin. Or

(ii) Option 2. Prior to further flight, replace the forward trunnion spacer assembly with a new part in accordance with the service bulletin, or with a part that has been reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual; and rework the forward trunnion bolt in accordance with the service bulletin.

(c) For Model MD-11 series airplanes on which the requirements specified in either paragraph (a)(2) or (b) of AD 96-03-05, amendment 39-9502, have been accomplished: Within 48 months after the effective date of this AD, accomplish the requirements specified in paragraph (a) of this AD.

(d) For Model DC-10-30, DC-10-40, and KC-10A (military) series airplanes on which the requirements specified in either paragraph (c)(1)(i) or (c)(2)(ii) of AD 96-03-05, amendment 39-9502, have been accomplished: Within 48 months after the effective date of this AD, accomplish the requirements specified in paragraph (a) of this AD.

(e) For Model DC-10-10 and DC-10-15 series airplanes, on which the requirements specified in paragraph (a)(1)(i), (a)(2)(ii), (b)(2)(i), or (b)(2)(ii) of AD 96-16-01, amendment 39-9701, have been accomplished: Within 48 months after the effective date of this AD, accomplish the requirements specified in paragraph (a) of this AD.

(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, Los Angeles Aircraft Certification Office (ACO), 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, Los Angeles ACO.

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

(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) The inspections and replacements shall be done in accordance with McDonnell Douglas Service Bulletin MD11-32-074, dated December 15, 1997; or McDonnell Douglas Service Bulletin DC10-32-248, dated December 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 The Boeing Company, Douglas Products Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate,

1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on April 16, 1999.

Issued in Renton, Washington, on March 4, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-5990 Filed 3-11-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-105-AD; Amendment 39-11073; AD 99-06-09]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A320 series airplanes, that requires an electrical continuity test of the discharge circuit for the cargo compartment fire extinguisher bottle to detect any cross-connection of the electrical wires in the cargo compartment discharge circuit, and corrective actions, 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 prevent incorrect distribution of fire extinguishing chemicals in the event of a fire in the cargo compartment, which, if unconfined, could spread beyond the cargo compartment.

DATES: Effective April 16, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 16, 1999.

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 certain Airbus Model A320 series airplanes was published in the **Federal Register** on May 20, 1998 (63 FR 27687). That action proposed to require an electrical continuity test of the discharge circuit for the cargo compartment fire extinguisher bottle to detect any cross-connection of the electrical wires in the cargo compartment discharge circuit, and corrective actions, 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 comments received.

Support for the Proposal

One commenter, the manufacturer, supports the proposal.

Request To Exclude Certain Airplanes From the Applicability

One commenter requests that the applicability of the proposed AD be revised to exclude airplanes on which the actions specified in Airbus Service Bulletin A320-26-1034 have been accomplished. The commenter states that accomplishment of this service bulletin will prevent inadvertent cross-connection of the fire extinguisher wiring.

The FAA concurs. The FAA has reviewed Airbus Service Bulletin A320-26-1034, dated May 9, 1995; Revision 1, dated September 13, 1995; Revision 2, dated April 1, 1996; and Revision 3, dated December 5, 1997. This service bulletin and its revisions describe procedures for modification of the wiring routing to connectors to the fire extinguisher bottle of the cargo compartment. The FAA finds that accomplishment of this modification also adequately addresses the identified unsafe condition. Therefore, the FAA finds that airplanes on which the modification specified in Airbus Service Bulletin A320-26-1034 has been accomplished are not subject to the

requirements of this AD. The FAA has revised the applicability of the final rule accordingly.

Request To Include Certain Airplanes in the Applicability

One commenter requests that the applicability of the proposed AD be revised to include airplanes on which the modification specified in Airbus Service Bulletin A320-26-1051 (which describes procedures for the installation of a fire extinguishing system in the forward cargo compartment) has been accomplished. The commenter asserts that Airbus Service Bulletin A320-26-1051 accomplishes the same technical intent as Airbus Service Bulletin A320-26-1020 (which specifies such installation in both the forward and aft cargo compartments). The commenter concludes that airplanes on which Service Bulletin A320-26-1051 has been accomplished also should be subject to the requirements of the proposed AD.

The FAA does not concur. If operators elect to accomplish optional Airbus Service Bulletin A320-26-1051, that service bulletin specifies accomplishment of Airbus Service Bulletin A320-26-1034. Because the actions specified by Service Bulletin A320-26-1034 are to be accomplished prior to or concurrently with those specified by Service Bulletin A320-26-1051, it will not be necessary to include in the final rule airplanes on which Service Bulletin A320-26-1051 has been accomplished. As discussed above, airplanes on which the modification specified in Airbus Service Bulletin A320-26-1034 has been accomplished are not subject to the requirements of this AD.

Conclusion

After careful review of the available data, including the comments 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 118 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane 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 \$7,080, or \$60 per airplane.

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:

99-06-09 Airbus Industrie: Amendment 39-11073. Docket 98-NM-105-AD.

Applicability: Model A320 series airplanes having manufacturer serial numbers 002 through 402 inclusive, on which Airbus Modification 20071 (reference Airbus Service Bulletin A320-26-1020, Revision 1, dated

January 4, 1993) has been accomplished; except those airplanes on which Airbus Service Bulletin A320-26-1034, dated May 9, 1995; Revision 1, dated September 13, 1995; Revision 2, dated April 1, 1996; or Revision 3, dated December 5, 1997; has 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 (b) 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 incorrect distribution of fire extinguishing chemicals in the event of a fire in the cargo compartment, which, if unconfined, could spread beyond the cargo compartment, accomplish the following:

(a) Within 450 flight hours after the effective date of this AD, perform a one-time electrical continuity test of the discharge circuit for the cargo compartment fire extinguisher bottle to detect any cross-connection of the electrical wires in the cargo compartment discharge circuit, in accordance with Airbus All Operator Telex (AOT) A320/AOT 26-10, dated April 5, 1993. If any anomaly is detected, prior to further flight, accomplish corrective actions in accordance with the AOT.

(b) 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.

(c) 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.

(d) The actions shall be done in accordance with Airbus All Operator Telex A320/AOT 26-10, dated April 5, 1993. 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 94-056-051(B), dated March 16, 1994.

(e) This amendment becomes effective on April 16, 1999.

Issued in Renton, Washington, on March 4, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-5989 Filed 3-11-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AGL-64]

Modification of Class D Airspace and Class E Airspace and Establishment of Class E Airspace; Rapid City, SD

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class D airspace and Class E airspace and establishes Class E airspace at Rapid City, SD. This action amends the effective hours of the Class D surface area and the associated Class E airspace to coincide with the time of operation of the airport traffic control tower (ATCT) at Rapid City Regional Airport. This action also establishes a Class E surface area when the ATCT is closed. The purpose of these actions is to clarify when two-way radio communication with the ATCT is required and to provide adequate controlled airspace for instrument approach procedures when the tower is closed.

EFFECTIVE DATE: 0901 UTC, May 20, 1999.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On Tuesday, January 5, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Kenosha, WI (64 FR 447). The proposal was to add controlled airspace extending upward from the surface to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of

the terminal operation and while transiting between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class D airspace designations are published in paragraph 5000, Class E airspace areas designated as an extension to a Class D surface area are published in paragraph 6004, and Class E airspace areas designated as a surface area for an airport are published in paragraph 6002 of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies Class D and Class E airspace by amending the effective hours to coincide with the ATCT hours of operation, and establishes a Class E surface area during those times the ATCT is closed, at Rapid City, SD. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument approach procedures at Rapid City Airport. The area will be depicted on appropriate aeronautical charts.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows: