(s) Positions with compensation fixed under 5 U.S.C. 5351–5356 when filled by student-employees assigned or attached to Government hospitals, clinics or medical or dental laboratories. Employment under this authority may not exceed 4 years.

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[FR Doc. 97–28437 Filed 10–27–97; 8:45 am]

BILLING CODE 6325–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–155–AD; Amendment 39–10177; AD 97–22–06]

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 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 is prompted by reports indicating that the RAT did not extend during ground testing, due to corrosion in the uplock pin/shaft and the needle bearing of the RAT. The actions specified by this AD are intended to detect and correct such corrosion of the RAT, which could result in failure of the RAT to deploy and subsequent loss of emergency hydraulic power to the flight controls in the event that power is lost in both engines.

DATES: Effective December 2, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 2, 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: Manager, International Office, ANM–113, 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 February 19, 1997 (62 FR 7380). That action proposed to require a RAT extension test during ground testing; removal and disassembly of the RAT uplock mechanism; a visual inspection to detect corrosion of the RAT uplock mechanism, and replacement of the assembly with new parts, if necessary; and cleaning of the lever assembly and its associated parts.

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.

Revision of Descriptive Language

One commenter points out that throughout the proposed AD it references ram air turbine (RAT) uplock assembly and lever assembly as if these assemblies are the same unit. However, Airbus Service Bulletin A310–29–2076, dated April 1, 1996 (which is referenced in the proposal as an appropriate source of service information) refers to these assemblies as separate units. The FAA finds that clarification of this point is necessary.

The FAA finds that ''RAT uplock assembly'' does not appear in the proposed AD, but ''RAT lever assembly'' does. The FAA has determined that the phrase ''RAT uplock mechanism,'' which includes both the lever assembly and uplock unit, provides a more complete description, than the phrase, ''RAT lever assembly.'' The FAA has revised the final rule to include reference to ''RAT uplock mechanism'' and added a new NOTE 2 to provide a definition of that phrase.

Clarification of Requirements

One commenter points out that paragraph (a) of the proposed AD references accomplishment of paragraph (a)(1), (a)(2), (a)(3), and (a)(4) of the AD; however, paragraph (a)(3) and (a)(4) of the proposed AD are missing. The FAA acknowledges that it inadvertently included a reference to paragraphs (a)(3) and (a)(4) in paragraph (a) of the proposed AD. The FAA has revised paragraph (a) of the final rule to delete these references.

Request To Defer Replacement of Corroded Parts

One commenter requests that paragraph (a)(2)(ii) be revised to allow reinstallation of the corroded part and require its replacement within 30 days. The commenter points out that operators would have to stock every part of the subject assembly at the inspection stations (which is not very practical), or its airplanes would have unnecessary time out-of-service while waiting for parts. The FAA has reconsidered replacing corroded parts prior to further flight. The FAA finds that the cleaning and lubrication procedures of the RAT uplock mechanism can be accomplished on a temporary basis, in lieu of replacement of corroded parts. However, unlike the 12-month compliance time recommended in the Airbus service bulletins specified as the appropriate service information for this AD, the FAA has determined that the corroded parts must be replaced within 30 days following accomplishment of the cleaning and lubrication. The FAA finds that this compliance time represents the maximum interval of time allowable wherein the subject replacement could reasonably be accomplished, uncorroded parts could be obtained, and an acceptable level of safety could be maintained. Therefore, the FAA has revised paragraph (a)(2)(ii) of the final rule accordingly.

Revision of Compliance Time in Paragraph (a) of this AD

In addition, the compliance time specified in paragraph (a) of this AD has been revised to state, ''30 months since date of manufacture,'' rather than ''30 months total time-in-service,'' as stated in the proposed rule. This change clarifies that the compliance is to be determined based on calendar time, without regard to the amount of time for which the airplane is operated.

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 changes previously described. 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 80 Airbus Model A300, A310, and A300–600 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 10 work hours per airplane to accomplish the required actions, and that the average labor rate is $60 per work hour. Required parts would be provided by the manufacturer at no cost to the operator. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be $48,000, or $600 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:

97–22–06 Airbus Industrie: Amendment 39–10177. Docket 96-NM–155-AD.

Applicability: All Model Airbus Model A300, 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 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 (c) 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 corrosion of the ram air turbine (RAT) uplock pin/shaft and needle that could result in failure of the RAT to deploy and subsequent loss of emergency hydraulic power to the flight controls in the event that power is lost in both engines, accomplish the following:

(a) Prior to the accumulation of 30 months since the date of manufacture, or within 3 months after the effective date of this AD, whichever occurs later: Accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD 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. 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 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 the applicable service bulletin.

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 (AOT) 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.

(c) 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, Standardization Branch, ANM–113, 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, Standardization Branch, ANM–113.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(d) 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.

(e) 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; or Airbus Service Bulletin A300–29–6037, dated April 1, 1996; 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 4: The subject of this AD is addressed in French airworthiness directive 95–163–182 (B) R2, dated June 5, 1996.

(f) This amendment becomes effective on December 2, 1997.

Issued in Renton, Washington, on October 20, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–28320 Filed 10–27–97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–243–AD; Amendment 39–10175; AD 97–22–04]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 747 and 767 Series Airplanes Equipped With General Electric (GE) CF6–80C2 Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Boeing Model 747 and 767 series airplanes. This action requires revising the FAA-approved Airplane Flight Manual (AFM) to prohibit the use of certain fuels, and either replacing the existing placard on the door of the fueling control panel with a new placard; or replacing all dribble flow fuel nozzles (DFFN) with standard fuel nozzles, which terminates the requirements for a placard and AFM revision. This amendment is prompted by a report of an engine flameout during certification testing due to the use of JP–4 or Jet B fuel. The actions specified in this AD are intended to prevent such engine flameouts and consequent engine shutdown.

DATES: Effective November 12, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 12, 1997.

Comments for inclusion in the rules docket must be received on or before December 29, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–NM–243–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. 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: Edward Hormel, Aerospace Engineer, Propulsion Branch, ANM–140S, Seattle Aircraft Certification Office, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2681; fax (425) 227–1181.

SUPPLEMENTARY INFORMATION: The FAA has received a report indicating that, during certification testing of a General Electric (GE) CF6–80C2 engine on which dribble flow fuel nozzles (DFFN) were installed, an engine flameout occurred on a McDonnell Douglas Model MD–11 series airplane operating with JP–4 fuel. The engine flameout occurred at 33,000 feet following a throttle movement from ''cruise thrust'' to ''idle.'' The report indicated that the engine restarted successfully.

Additionally, results of a GE transient engine model revealed that the subject engines, on which a low emissions combustor and DFFN's have been installed, have zero transient margin for flameout when operating with JP–4 fuel.

Boeing Model 747 and 767 series airplanes equipped with GE Model CF6–80C2 engines on which DFFN's have been installed, in combination with the use of wide cut fuels (i.e., JP–4 or Jet B fuel) may result in a single- or multi-engine flameout and consequent engine shutdown.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletins 747–11A2052 (for Model 747 series airplanes) and 767–11A0031 (for Model 767 series airplanes), both dated September 11, 1997, which describe procedures for removing the existing placard on the door of the fueling control panel and replacing it with a new placard that prohibits the use of JP–4 and Jet B fuels (wide cut fuels).

Additionally, these alert service bulletins describe procedures for removing the DFFN's and replacing them with standard fuel nozzles. Accomplishment of this replacement on the operator's entire fleet eliminates the need for a placard that prohibits the use of wide cut fuels.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on Boeing Model 747 and 767 series airplanes equipped with GE CF6–80C2 engines that incorporate certain DFFN's, this AD is being issued to prevent engine flameout and consequent shutdown of the engine due to the use of JP–4 or Jet B fuel. This AD requires either replacement of the existing placard on the door of the fueling control panel with a new placard that prohibits the use of JP–4 and Jet B fuels, or the removal and replacement of the DFFN's with standard fuel nozzles. Replacement of all DFFN's with standard fuel nozzles on the operator's entire fleet terminates the requirements for a placard that prohibits the use of wide cut fuels and the AFM revision. These actions are required to be accomplished in accordance with the alert service bulletins described previously.

This AD also requires a revision to the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to prohibit the use of JP–4 and Jet B fuels.

Interim Action

This is considered interim action until final action is identified, at which time the FAA may consider further rulemaking.

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.