

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:

98-12-25 British Aerospace Regional Aircraft [Formerly Jetstream Aircraft Limited; British Aerospace (Commercial Aircraft) Limited]: Amendment 39-10579. Docket 97-NM-312-AD.

Applicability: BAe Model ATP airplanes, constructor's numbers 2001 through 2063 inclusive; 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 (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 partial seizure of the forward door of the main landing gear (MLG) operating mechanism, which could result in the inability to lower or retract the MLG, accomplish the following:

(a) Within 300 flight hours or within 90 days after the effective date of this AD, whichever occurs first, perform a one-time visual inspection to detect corrosion, wear, or damage of the operating mechanism of the forward door of the MLG; and clean, degrease, and relubricate the door operating mechanism; in accordance with British Aerospace Service Bulletin ATP-32-84, Revision 1, dated September 26, 1997.

(1) If no corrosion, wear, or damage is detected during the inspection required by paragraph (a) of this AD, no further action is required by this AD.

(2) If any corrosion, damage, or worn component is detected during the inspection required by paragraph (a) of this AD, accomplish the requirements of paragraphs (a)(2)(i) and (a)(2)(ii) of this AD, as applicable.

(i) If any corrosion or damage is detected, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(ii) If any worn component is detected, within 600 flight hours after performing the inspection required by paragraph (a) of this AD, replace the component with a new or serviceable part in accordance with the service bulletin.

(b) Within 300 flight hours after accomplishing the inspection required by paragraph (a) of this AD, perform an operational inspection to ensure smooth operation of the spring strut of the forward door of the MLG, and relubricate the operating spring and sliding tube of the forward door 'A' frame, in accordance with British Aerospace Service Bulletin ATP-32-84, Revision 1, dated September 26, 1997.

(1) Repeat the operational inspections thereafter at intervals not to exceed 300 flight hours, until the accumulation of 1,500 flight hours after the accomplishment of the inspection required by paragraph (a) of this AD.

(2) Following the accomplishment of all inspections required by paragraph (b)(1) of this AD, repeat the operational inspections and relubrication required by paragraph (b) of this AD at intervals not to exceed 1,500 flight hours.

(c) If any discrepancy is detected during any operational inspection and relubrication required by paragraph (b) of this AD, prior to further flight, replace any discrepant part with a new or serviceable part in accordance with a method approved by the Manager, International Branch, ANM-116.

(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. 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.

(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 (a)(2)(i) and (c) of this AD, the actions shall be done in accordance with British Aerospace Service Bulletin ATP-32-84, Revision 1, dated September 26, 1997. 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 AI(R) American Support, Inc., 13850 McLearn Road, Herndon, Virginia 20171. 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 July 15, 1998.

Issued in Renton, Washington, on June 3, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-15249 Filed 6-9-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-182-AD; Amendment 39-10578; AD 98-12-24]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A310 Series Airplanes Equipped With General Electric Model CF6-80A3 Series 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 Airbus Model A310 series airplanes. This action requires a one-time inspection to detect

cracked or broken links of the aft engine mounts, and replacement of any cracked or broken link with a serviceable link. 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 detect and correct cracking of the links of the aft engine mounts, which could result in failure of the aft engine attachment and consequent separation of the engine from the airplane.

DATES: Effective June 25, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 25, 1998.

Comments for inclusion in the Rules Docket must be received on or before July 10, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-182-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, notified the FAA that an unsafe condition may exist on certain Airbus Model A310 series airplanes. The DGAC advises that, during a routine maintenance inspection of a General Electric Model CF6-80A3 series engine for an Airbus Model A310 series airplane, a crack was discovered on the left-hand link of the aft engine mount assembly. The crack measured 10 mm in length and was located at the upper end of the link, at the gearing location. The cause of the crack is still under investigation. This condition, if not corrected, could result in failure of the aft engine attachment and consequent separation of the engine from the airplane.

Explanation of Relevant Service Information

Airbus has issued All Operators Telex (AOT) 71 06, dated October 21, 1997, which describes procedures for a one-time detailed visual inspection to detect cracked or broken links of the aft engine mounts, and replacement of any cracked or broken link with a serviceable link. The DGAC classified this AOT as mandatory and issued French telegraphic airworthiness directive T97-324-234(B), dated October 22, 1997, and airworthiness directive 97-324-234(B), dated November 5, 1997; 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 detect and correct cracking of the links of the aft engine mounts, which could result in failure of the aft engine attachment and consequent separation of the engine from the airplane. This AD requires accomplishment of the actions specified in the AOT described previously. This AD also requires that operators report results of inspection findings (positive and negative) to Airbus.

Interim Action

This is considered to be 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.

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-182-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:

98-12-24 Airbus Industrie: Amendment 39-10578. Docket 98-NM-182-AD.

Applicability: Model A310 series airplanes, equipped with General Electric Model CF6-80A3 series 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 (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 cracking of the links of the aft engine mounts, which could result in failure of the aft engine attachment and consequent separation of the engine from the airplane, accomplish the following:

(a) Within 5 days after the effective date of this AD, perform a one-time detailed visual inspection to detect cracked or broken links of the aft engine mounts, in accordance with Airbus All Operators Telex (AOT) 71 06,

dated October 21, 1997. If any cracked or broken link is detected, prior to further flight, replace the cracked or broken link with a serviceable link, in accordance with the AOT.

(b) Within 10 days after the effective date of this AD, submit a report of the inspection results (positive and negative) to Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(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, 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.

(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 All Operators Telex 71 06, dated October 21, 1997. 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 telegraphic airworthiness directive T97-324-234(B), dated October 22, 1997, and airworthiness directive 97-324-234(B), dated November 5, 1997.

(f) This amendment becomes effective on June 25, 1998.

Issued in Renton, Washington, on June 3, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-15250 Filed 6-9-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-04-AD; Amendment 39-10583; AD 98-12-29]

RIN 2120-AA64

Airworthiness Directives; Lucas Air Equipment Electric Hoists

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Lucas Air Equipment electric hoists (hoists) installed on, but not limited to, all models of Eurocopter France SA-360 and SA-365 helicopters that requires visually inspecting the cable for damage before the next hoist operation, blanking (plugging) the electronic control box upper vent, and performing an end-of-travel procedure before each hoist operation. This amendment is prompted by several incidents of cable failures caused by dynamic overload on the winding-up limit due to uncontrolled excessive speed of the cable, which is normally regulated by the automatic speed-reducing mechanism or the operator. The actions specified by this AD are intended to prevent breaking of the cable, which could become entangled with a main rotor or tail rotor blade, and result in damage or separation of a rotor blade, and subsequent loss of control of the helicopter.

EFFECTIVE DATE: July 15, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Carroll Wright, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, phone (817) 222-5120, fax (817) 222-5961.

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 Lucas Air Equipment hoists installed on, but not limited to, all models of Eurocopter France SA-360 and SA-365 helicopters was published in the **Federal Register** on April 10, 1998 (63 FR 17738). That action proposed to require visually inspecting the cable for damage before the next hoist operation, plugging the electronic control box upper vent, and performing an end-of-travel procedure before each hoist operation.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No