

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 detect and correct a rotated, damaged, or missing lock bolt, which could result in disengagement of the pintle pin from the bearing, and consequent collapse of the main landing gear (MLG) during landing, accomplish the following:

(a) Perform a detailed visual inspection to detect discrepancies (rotation, damage, and absence) of the lock bolt for the pintle pin on the MLG, in accordance with Airbus All Operator Telex (AOT) 32-17, Revision 01, dated November 6, 1997, at the latest of the times specified in paragraphs (a)(1), (a)(2), and (a)(3), of this AD. If any discrepancy is detected, prior to further flight, perform corrective actions, as applicable, in accordance with the AOT. Repeat the inspection thereafter at intervals not to exceed 1,000 flight cycles or 15 months, whichever occurs first.

(1) Within 30 months since the airplane's date of manufacture or prior to the accumulation of 2,000 total flight cycles, whichever occurs first.

(2) Within 15 months or 1,000 flight cycles after the last gear replacement or accomplishment of Airbus Service Bulletin A320-32-1119, Revision 1, dated June 13, 1994, whichever occurs first.

(3) Within 500 flight cycles after the effective date of this AD.

(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 request 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 (AOT) 32-17, Revision 01, dated November 6, 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 airworthiness directive 97-385-112(B), dated December 17, 1997.

(e) This amendment becomes effective on August 12, 1998.

Issued in Renton, Washington, on June 29, 1998.

Vi L. Lipski,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-17911 Filed 7-7-98; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-95-AD; Amendment 39-10448; AD 98-07-26]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 767 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects two typographical errors that appeared in airworthiness directive (AD) 98-07-26, which was published in the **Federal Register** on April 6, 1998 (63 FR 16681). The typographical errors resulted in a reference to an incorrect part number and incorrect section of the referenced service information. This AD is applicable to certain Boeing Model 767 series airplanes. This AD requires detailed visual inspection(s) for damage or chafing of certain electrical wire bundles and for clearance between the wire bundles and adjacent forward galley air chiller; and follow-on corrective actions.

DATES: Effective April 21, 1998.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of April 21, 1998 (63 FR 16681, April 6, 1998).

FOR FURTHER INFORMATION CONTACT:

Elias Natsiopoulou, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1279; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 98-07-26, amendment 39-10448, applicable to certain Boeing Model 767 series airplanes, was published in the **Federal Register** on April 6, 1998 (63 FR 16681).

That AD requires detailed visual inspection(s) for damage or chafing of certain electrical wire bundles and for clearance between the wire bundles and adjacent forward galley air chiller; and follow-on corrective actions.

As published, that AD contained two typographical errors in paragraphs (a)(1)(ii), (a)(2), (a)(3)(ii), and (a)(4). First, those paragraphs identified "Section 20-00-11" of the Boeing Standard Wiring Practices Manual as the appropriate source of service information for accomplishment of the actions. However, the correct section should have been identified as "Section 20-10-11." Second, those paragraphs identified "TFX-2X standard wall thickness (sleeve)" as one of the appropriate materials to protect the bundles. However, part number (P/N) "TFX-2X" was indicated inadvertently in those paragraphs instead of the correct P/N "TFE-2X." (In fact, P/N "TFX-2X" does not exist.)

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of this AD remains April 21, 1998.

In final rule, FR Doc. 98-8705, published on April 6, 1998 (63 FR 16681), make the following corrections:

§ 39.13 [Corrected]

1. On page 16683, in the first column, paragraph (a)(1)(ii) of AD 98-07-26 is corrected to read as follows:

* * * * *

(a) * * *

(1) * * *

(ii) Prior to further flight, install protective tape or sleeve over the wire bundles, in accordance with Section 20-10-11 of the Boeing Standard Wiring Practices Manual. Operators shall use one of the following materials to protect the bundles: RT876 (sleeve), TFE-2X standard wall thickness (sleeve), P-440 (tape), Scotch 70 (tape), or CHR-A-2005 (tape).

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2. On page 16683, in the first column, paragraph (a)(2) of AD 98-07-26 is corrected to read as follows:

* * * * *

(a) * * *

(2) If no damage or chafing is detected and inadequate clearance exists, prior to further flight, modify the routing of the wire bundles in accordance with the Boeing message, and install protective tape or sleeve over the wire bundles in accordance with Section 20-10-11 of the Boeing Standard Wiring Practices Manual. Operators shall use one of the following materials to protect the bundles: RT876 (sleeve), TFE-2X

standard wall thickness (sleeve), P-440 (tape), Scotch 70 (tape), or CHR-A-2005 (tape).

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3. On page 16683, in the first column, paragraph (a)(3)(ii) of AD 98-07-26 is corrected to read as follows:

* * * * *

(a) * * *

(3) * * *

(ii) Prior to further flight, install protective tape or sleeve over the wire bundles in accordance with Section 20-10-11 of the Boeing Standard Wiring Practices Manual. Operators shall use one of the following materials to protect the bundles: RT876 (sleeve), TFE-2X standard wall thickness (sleeve), P-440 (tape), Scotch 70 (tape), or CHR-A-2005 (tape).

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4. On page 16683, in the first and second columns, paragraph (a)(4) of AD 98-07-26 is corrected to read as follows:

* * * * *

(a) * * *

(4) If damage or chafing is detected and inadequate clearance exists, prior to further flight, repair and modify the routing of the wire bundles in accordance with the Boeing message, and install protective tape or sleeve over the wire bundles in accordance with Section 20-10-11 of the Boeing Standard Wiring Practices Manual. Operators shall use one of the following materials to protect the bundles: RT876 (sleeve), TFE-2X standard wall thickness (sleeve), P-440 (tape), Scotch 70 (tape), or CHR-A-2005 (tape).

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Issued in Renton, Washington, on June 29, 1998.

Vi L. Lipski,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-17910 Filed 7-7-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-145-AD; Amendment 39-10650; AD 98-14-17]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD),

applicable to certain Boeing Model 747 series airplanes, that currently requires disconnection of the electrical connector to the scavenge pump of the center wing tank. That AD also requires a one-time inspection to identify the part number of the electrical connector; and replacement of the pump with a new or serviceable pump, if necessary. This amendment requires a one-time inspection to identify the part number of the scavenge pump motor-impeller unit; and corrective action, if necessary. This amendment is prompted by a report of damage to the internal wiring of a scavenge pump that had been replaced in accordance with the existing AD. The actions specified in this AD are intended to prevent potential failures within the electrical motor assembly of the scavenge pump, which could result in leakage of fuel from the electrical connector into the main landing gear wheel well, or electrical arcing within the scavenge pump motor; these conditions could result in a fuel fire in the wheel well.

DATES: Effective July 23, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 23, 1998.

Comments for inclusion in the Rules Docket must be received on or before September 8, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-145-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:** Chris Hartonas, Aerospace Engineer, Systems & Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2864; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: On November 26, 1997, the FAA issued AD 97-25-06, amendment 39-10230 (62 FR 63622, December 1, 1997), applicable to certain Boeing Model 747 series airplanes. [A correction of the rule was published in the **Federal Register** on

January 2, 1998 (63 FR 4).] That action requires disconnection of the electrical connector to the scavenge pump of the center wing tank; a one-time inspection to identify the part number of the electrical connector; and replacement of the pump with a new or serviceable pump, if necessary. That action was prompted by findings from a design review and analysis of scavenge pumps installed on certain Boeing Model 747 series airplanes that was undertaken as part of an accident investigation. The actions required by that AD are intended to prevent potential failures within the electrical motor assembly of the scavenge pump, which could result in leakage of fuel from the electrical connector into the main landing gear wheel well, or electrical arcing within the scavenge pump motor; these conditions could result in a fuel fire in the wheel well.

Actions Since Issuance of Previous Rule

Since the issuance of that AD, the FAA has received a report of damage to the internal wiring of a scavenge pump; the connector of that scavenge pump had been replaced with a Lear Romec-supplied connector, in accordance with the requirements of the existing AD. The damage to the wiring has been attributed to that replacement connector's longer backshell, which provides insufficient clearance for the attachment screw of the internal ground wire of the scavenge pump motor, and can cause interference between the screw and the connector. Such wiring damage, if not corrected, could cause short circuiting and failures within the electrical motor assembly; such failures could result in leakage of fuel from the electrical connector into the main landing gear wheel well, or electrical arcing within the scavenge pump motor, and consequent fuel fire in the wheel well.

Explanation of Relevant Service Information

As a result of this recent finding, Boeing has issued Alert Service Bulletin 747-28A2215, dated May 14, 1998, which describes procedures for a one-time inspection to identify the part number for the installed scavenge pump motor-impeller unit; and corrective action, if necessary. The alert service bulletin provides operators a choice of three corrective actions. First, operators may replace the scavenge pump with a different model scavenge pump. Second, operators may replace the scavenge pump with a scavenge pump that has been modified in accordance with Lear Romec Service Bulletin RR24680 28-002, dated May 4, 1998.