

Issued in Renton, Washington, on July 8, 1998.

S.R. Miller,

*Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.*
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-NM-94-AD; Amendment
39-10657; AD 98-15-06]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320 and Model A321 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 and Model A321 series airplanes, that requires repetitive inspections to verify proper installation of the plain bushings of the upper and lower connection links on the forward and aft passenger/crew doors, and correction of discrepancies. This amendment also requires installation of shouldered bushings on the frame segment used for attachment of the connection links or modification of the frame segment bushing (as applicable), which terminates the repetitive inspection requirements. This amendment is prompted by a report that, during an emergency evacuation of in-service airplanes, the left aft passenger/crew door jammed against the fuselage structure in a nearly closed position due to bushing migration. The actions specified by this AD are intended to prevent jamming of the passenger/crew door, which could delay or impede the evacuation of passengers during an emergency.

DATES: Effective August 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 20, 1998.

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 and A321 series airplanes was published as a supplemental notice of proposed rulemaking (NPRM) in the **Federal Register** on February 25, 1997 (62 FR 8408). That action proposed to require repetitive inspections to verify proper installation of the plain bushings of the upper and lower connection links on the forward and aft passenger/crew doors, and correction of discrepancies. That action also proposed to require replacement of the shouldered bushing on the locking mechanism with a new oversized bushing or modification of the frame segment bushing (as applicable), which terminates the repetitive inspection requirements.

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.

Request to Revise Applicability

One commenter, Airbus, requests that the applicability of the supplemental NPRM be revised to specify that the AD applies to (1) airplanes on which Airbus Modification 24497 has not been installed in production; and (2) airplanes on which Airbus Service Bulletin A320-52-1027, Revision 2, dated February 18, 1993, Revision 3, dated December 10, 1993, or Airbus Service Bulletin A320-52-1064, Revision 1, dated September 8, 1995, has not been installed.

Airbus advises that installation of Airbus Modification 22422 in production is not equivalent to accomplishment of Airbus Service Bulletin A320-52-1027. (The applicability of the supplemental NPRM incorrectly equates Modification 22422 to Airbus Service Bulletin A320-52-1027.) The commenter adds that airplanes on which Airbus Service Bulletin A320-52-1027 has been accomplished are not affected by the requirements of the supplemental NPRM. The commenter states further

that Airbus Service Bulletin A320-52-1064 must be accomplished on airplanes on which Airbus Modification 22422 was installed in production.

The FAA concurs with the commenter's request. Installation of shouldered bushings on the segment frame is necessary in order to provide a full solution and adequately address the identified unsafe condition. Airbus Modification 22422 installed in production added interference fit plain bushings, in place of plain bushings. However, several occurrences of migration of the bushings were reported on those airplanes having Modification 22422 installed in production. Subsequently, Airbus has developed a further modification of the frame segment bushing, which entails removing the plain bushings and installing shouldered bushings on the frame used for attachment of the connection links. Airbus Modification 24497 accomplishes this installation for airplanes in production, using interference fit shouldered bushings. (For retrofit solutions, installation of the shouldered bushings is accomplished with Loctite sealant rather than interference fit).

Airbus Service Bulletin A320-52-1027 is the retrofit solution equivalent to Modification 24497, to be accomplished on those airplanes in a pre-Modification 22422 configuration. For those airplanes on which Modification 22422 was installed in production, installation of shouldered bushings is also necessary, and is to be accomplished in accordance with the procedures described in Airbus Service Bulletin A320-52-1064. Accomplishment of the retrofit solution described in A320-52-1027 or A320-52-1064, as applicable, would terminate the repetitive inspection requirements of this AD. The FAA has revised the applicability and paragraphs (a), (b), (c), and (d) of the final rule to clarify the effectivity of the AD.

Request to Extend Compliance Time

One commenter requests that the compliance time for accomplishing the initial detailed visual inspection be extended from the proposed 450 flight hours to 460 flight hours, and that the repetitive interval be extended from the proposed 900 flight hours to 920 flight hours. The commenter states that such an extension will allow the inspection to be accomplished during a regularly scheduled "A" and "2A" check, and thereby eliminate any additional expenses that would be associated with special scheduling. The FAA does not concur. In developing an appropriate compliance time for this action, the

FAA considered the safety implications, parts availability, and normal maintenance schedules for timely accomplishment of the detailed visual inspection. Since maintenance schedules vary from operator to operator, there would be no assurance that the detailed visual inspection will be accomplished during a regularly scheduled "A" or "2A" check. However, under the provisions of paragraph (e) of the final rule, the FAA may approve requests for adjustments to the compliance time if data are submitted to substantiate that such an adjustment would provide an acceptable level of safety.

Correction to the Supplemental NPRM

In paragraph (c) and in the Discussion section of the supplemental NPRM, the FAA made incorrect reference to the modification involving shouldered bushings, which would be required to be accomplished in accordance with Airbus Service Bulletin A320-57-1027, Revision 3, dated December 10, 1993. Although the supplemental NPRM specifies "replacement of the shouldered bushing on the locking mechanism with a new oversized bushing (Kit No. 521027A02)", the modification entails installation of shouldered bushings on the frame segment used for attachment of the connection links, as the service bulletin specifies in reference to Kit No. 521027A02. Applicable portions of the preamble and paragraph (c) of this final rule have been revised to correctly describe the installation of shouldered bushings.

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 94 Airbus Model A320 and Model A321 series airplanes of U.S. registry will be affected by this AD.

It will take approximately 6 work hours per airplane to accomplish the required detailed visual inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the detailed visual inspection required by this AD on U.S. operators is estimated to be \$33,840, or \$360 per airplane, per inspection cycle.

For certain airplanes, it will take approximately 72 work hours per airplane to accomplish the required modification, at an average labor rate of \$60 per work hour. Required parts will be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be \$4,320 per airplane.

For certain other airplanes, it will take approximately 53 work hours per airplane to accomplish the required modification, at an average labor rate of \$60 per work hour. Required parts will be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be \$3,180 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 adding the following new airworthiness directive:

98-15-06 Airbus Industrie: Amendment 39-10657. Docket 94-NM-94-AD.

Applicability: Model A320 and Model A321 series airplanes, as listed below, certificated in any category:

- On which Airbus Modification 24497 has not been installed in production. Or
- On which Airbus Service Bulletin A320-52-1027, Revision 2, dated February 18, 1993, Revision 3, dated December 10, 1993, or Airbus Service Bulletin A320-52-1064, Revision 1, dated September 8, 1995; has not been accomplished.

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 (e) 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 jamming of the passenger/crew door, which could delay or impede the evacuation of passengers during an emergency, accomplish the following:

(a) For Model A320 series airplanes on which Airbus Modification 22422 has *not* been installed in production: Within 450 flight hours after the effective date of this AD, perform a detailed visual inspection to verify proper installation of the plain bushings of the upper and lower connection links on the forward and aft passenger/crew doors, in accordance with Airbus Service Bulletin A320-52-1047, dated April 25, 1994.

(1) If all bushings are installed properly, repeat the inspection thereafter at intervals not to exceed 900 flight hours until the modification required by paragraph (c) of this AD is accomplished.

(2) If any bushing has migrated, prior to further flight, remove the passenger/crew door and visually inspect the bushing to

detect damage, in accordance with the service bulletin.

(i) If the bushing housings are not damaged, prior to further flight, reinstall the bushing in accordance with the service bulletin. Repeat the detailed visual inspections of the bushings thereafter at intervals not to exceed 450 flight hours until the modification required by paragraph (c) of this AD is accomplished.

(ii) If any bushing housing is damaged, prior to further flight, ream the door structure and install an oversize shouldered bushing, in accordance with the service bulletin. If the damage is not completely removed after reaming, prior to further flight, repair the bushing housing in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(b) For Model A320 and Model A321 series airplanes on which Airbus Modification 22422 has been installed in production: Within 450 flight hours after the effective date of this AD, perform a detailed visual inspection to verify proper installation of the plain bushings of the upper and lower connection links (2 bushings per door), in accordance with Airbus All Operators Telex AOT 52-07, dated July 28, 1994, or Airbus Service Bulletin A320-52-1066, dated March 6, 1995.

(1) If the bushings are installed properly, repeat the detailed visual inspection thereafter at intervals not to exceed 900 flight

hours, until the modification required by paragraph (d) of this AD is accomplished.

(2) If any bushing is found to be improperly installed, prior to further flight, modify the frame segment bushings in accordance with Airbus Service Bulletin A320-52-1064, Revision 1, dated September 8, 1995. Accomplishment of the modification constitutes terminating action for the requirements of this AD.

(c) For Model A320 series airplanes on which Airbus Modification 22422 has *not* been installed in production: Within 3,500 flight hours after the effective date of this AD, install shouldered bushings on the frame segment used for attachment of the connection links (Kit No. 521027A02), in accordance with Airbus Service Bulletin A320-52-1027, Revision 3, dated December 10, 1993. Accomplishment of this modification constitutes terminating action for the repetitive inspection requirements of paragraph (a) of this AD.

Note 2: Replacement in accordance with Airbus Service Bulletin A320-52-1027, Revision 2, dated February 18, 1993, is considered acceptable for compliance with the requirements of paragraph (c) of this AD.

(d) For Model A320 and Model A321 series airplanes on which Airbus Modification 22422 has been installed in production: Within 15 months after the effective date of this AD, modify the frame segment bushing in accordance with Airbus Service Bulletin

A320-52-1064, Revision 1, dated September 8, 1995. Accomplishment of the modification constitutes terminating action for the repetitive detailed visual inspection requirements of paragraph (b) of this AD.

(e) 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.

(f) Special flight permits may be issued in accordance with §§ 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.

(g) Except for the repair action provided in paragraph (a)(2)(ii), the actions shall be done in accordance with the following Airbus Service Bulletins and All Operators Telex (AOT), which contain the specified list of effective pages:

Service bulletin and AOT referenced and date	Page No.	Revision level shown on page	Date shown on page
Service Bulletin A320-52-1047, April 25, 1994	1-15	Original	April 25, 1994.
AOT 52-07, July 28, 1994	1-2	Original	July 28, 1994.
Service Bulletin A320-52-1066, March 6, 1995.	1-13	Original	March 6, 1995.
Service Bulletin A320-52-1064, Revision 1, September 8, 1995.	1-4, 8, 21	1	September 8, 1995.
	5-7, 9-20	Original	November 28, 1994.
Service Bulletin A320-53-1027, Revision 3, December 10, 1993	1-6, 8, 11, 18, 19	3	December 10, 1993.
	37-42		
	7, 12, 14-17, 20-36	1	September 25, 1992
	9, 10	Original	January 30, 1992.
	13	2	February 18, 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 4: The subject of this AD is addressed in French airworthiness directive 93-207-048(B), dated December 8, 1993.

(h) This amendment becomes effective on August 20, 1998.

Issued in Renton, Washington, on July 8, 1998.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-92-AD; Amendment 39-10664; AD 98-15-13]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company 90, 100, 200, and 300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) 90, 100, 200, and 300 series airplanes (formerly known as Beech Aircraft Corporation 90, 100, 200,