

October 17, 1995), as revised by Service Bulletin Change Notice 4A, dated October 16, 1996, references Airbus Service Bulletin A310-57-2049 and Repair Instruction R571-49305 as additional sources of service information for accomplishment of Airbus Modification 7925H1113.

(2) If any crack is found, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, or the DGAC (or its delegated agent).

(o) For airplanes listed in Airbus Service Bulletin A310-57-2047, Revision 2, dated January 22, 1997: Perform a rotating probe inspection to detect cracks in the fastener holes on the left and right-hand sides of the rear spar internal angle and tee fitting, in accordance with Airbus Service Bulletin A310-57-2047, Revision 2, dated January 22, 1997, at the applicable time specified in Note 2 of paragraph 1.A.(2) of the service bulletin, or within 1,000 flight cycles after the effective date of this AD, whichever occurs later; and thereafter at the intervals specified in Note 2 of paragraph 1.A.(2) of the service bulletin. Except as provided by paragraph (t) of this AD, if any discrepancy is found, prior to further flight, perform follow-on corrective actions in accordance with the service bulletin.

(p) For airplanes listed in Airbus Service Bulletin A310-57-2050, dated April 23, 1990, as revised by Service Bulletin Change Notices O.A., dated September 29, 1992, and O.B., dated January 6, 1995: Perform a visual or rotating probe inspection to detect cracks in the drain holes on the lower skin panel in the center wing box between frames 42 and 46, in accordance with Airbus Service Bulletin A310-57-2050, dated April 23, 1990, as revised by Service Bulletin Change Notices O.A., dated September 29, 1992, and O.B., dated January 6, 1995, at the applicable time specified in Note 1 of paragraph 1.A.(2) of the service bulletin, or within 1,000 flight cycles after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed those specified in Note 1 of paragraph 1.A.(2) of the service bulletin. Except as provided by paragraph (t) of this AD, if any discrepancy is found, prior to further flight, perform follow-on corrective actions in accordance with the service bulletin. Accomplishment of Airbus Modification number 6130S6815 (Airbus Service Bulletin A310-57-2048), constitutes terminating action for the repetitive inspections required by paragraph (p) of this AD.

(q) For airplanes listed in Airbus Service Bulletin A310-53-2074, Revision 1, dated February 20, 1995: Perform visual and eddy current inspections to detect damaged sealant, corrosion, and cracks in accordance with Airbus Service Bulletin A310-53-2074, Revision 1, dated February 20, 1995. Accomplish these requirements at the applicable time specified in Table 2 of paragraph 1.C.(4) of the service bulletin, or within 1,000 flight cycles after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed those specified in Table 2 of paragraph 1.C.(4) of the service bulletin, as applicable. Except as provided by paragraph (t) of this AD, if any

discrepancy is found, prior to further flight, perform follow-on corrective actions in accordance with the service bulletin.

(r) For airplanes listed in Airbus Service Bulletin A310-57-2064, dated August 24, 1995: Perform an eddy current inspection to detect cracks of the upper corner angle fitting and the vertical tee fitting at left and right frame 40, in accordance with Airbus Service Bulletin A310-57-2064, dated August 24, 1995. Perform the inspection at the time specified in paragraph (r)(1) or (r)(2) of this AD, as applicable. Except as provided by paragraph (t) of this AD, if any crack is found, prior to further flight, perform corrective actions in accordance with the service bulletin.

(1) For Model A310-200 series airplanes: Prior to the accumulation of 18,000 total flight cycles, or within 2,000 flight cycles after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 11,000 flight cycles.

(2) For Model A310-300 series airplanes: Prior to the accumulation of 18,000 total flight cycles, or within 1,700 flight cycles after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 7,700 flight cycles.

(s) For airplanes listed in Airbus Service Bulletin A310-57-2038, Revision 2, dated January 4, 1996: Prior to the accumulation of 12,000 total flight cycles, or within 1,500 flight cycles after the effective date of this AD, whichever occurs later, perform a high frequency eddy current (HFEC) or X-ray inspection to detect cracking of the stringer runouts inboard and outboard of rib 14 at stringers 6, 7, 8, and 9, in accordance with Airbus Service Bulletin A310-57-2038, Revision 2, dated January 4, 1996. Thereafter, repeat the inspection at intervals not to exceed those specified in paragraph 1.B.(5) of the service bulletin, as applicable. If any crack is detected, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, or the DGAC (or its delegated agent).

(t) If any crack is found during any inspection required by this AD, and the applicable service bulletin specifies to contact Airbus for an appropriate action Prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116, or the DGAC (or its delegated agent).

(u) 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(v) 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.

Note 5: The subject of this AD is addressed in French airworthiness directive 92-106-132(B)R4, dated June 5, 1996.

Issued in Renton, Washington, on July 14, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-19332 Filed 7-20-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-39-AD]

RIN 2120-AA64

Airworthiness Directives; Mitsubishi Heavy Industries, Ltd. MU-2B Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Mitsubishi Heavy Industries, Ltd. (Mitsubishi) MU-2B series airplanes. The proposed AD would require inspecting each forward attachment fitting bolt (total of four bolts) of the wing tip tanks for the correct bolt and replacing any incorrect bolt. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Japan. The actions specified by the proposed AD are intended to prevent the wing tip tank from separating from the airplane because of an incorrect bolt corroding, which could result in loss of control of the airplane.

DATES: Comments must be received on or before August 25, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-39-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Mitsubishi MU-2 Service Bulletin (SB) No. 225, dated September 29, 1995, may be obtained from Mitsubishi Heavy Industries, Ltd., Nagoya Aerospace Systems Works, 10, OYE-CHO, MINATO-KU, Nagoya, Japan, telephone: NAGOYA (611) 2141,

facsimile: 4464561HISI. Mitsubishi MU-2 SB No. 089/57-002A, dated November 5, 1996, may be obtained from the Raytheon Aircraft Company, 9709 East Central, Wichita, Kansas 67201, Attention: Manager, Publications. This service information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. William Roberts, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627-5228; facsimile: (562) 627-5210.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 98-CE-39-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-39-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Japan Civil Aviation Bureau (JCAB), which is the airworthiness authority for Japan, notified the FAA

that an unsafe condition may exist on certain Mitsubishi MU-2B series airplanes. The JCAB reports one instance of corrosion on an incorrect forward attachment fitting bolt of the wing tip tank on one of the above-reference airplanes. An incorrect bolt(s) could be installed on other MU-2B series airplanes.

Correct bolts, Mitsubishi part number (P/N) 017A-12887, P/N 017A-12887-3, and P/N 017A-12887-7, are plated with a dry lubricant film that is black in color and is corrosion resistant. The incorrect bolts, P/N NAS1107, are cadmium plated, have a gold or yellowish color, and are not corrosion resistant.

This condition, if not detected and corrected, could result in the wing tip tank separating from the airplane with consequent loss of control of the airplane.

Relevant Service Information

Mitsubishi Heavy Industries, Ltd., has issued Mitsubishi MU-2 Service Bulletin (SB) No. 225, dated September 29, 1995, and Raytheon has issued Mitsubishi MU-2 SB No. 089/57-002A, dated November 5, 1996. These service bulletins specify procedures for inspecting all forward attachment fitting bolts of the wing tip tanks to determine whether any P/N 017A-12887, P/N 017A-12887-3, or 017A-12887-7 bolt is installed, and replacing any bolt not incorporating one of these part numbers. The P/N 017A-12887-7 bolts are of similar design to the P/N 017A-12887 and P/N 017A-12887-3 bolts and are identified with the black painted letters "SPL". These service bulletins also specify procedures for identifying any P/N 017A-12887 and P/N 017A-12887-3 bolts with the letters "SPL".

Mitsubishi Heavy Industries, Ltd., holds both Type Certificate No. A2PC and Type Certificate No. A10SW for the MU-2B series airplanes. Raytheon manufactures, in the United States, the airplanes affected by Type Certificate No. A10SW under a licensing agreement with Mitsubishi Heavy Industries, Ltd.

The JCAB classified MHI SB 225, dated September 29, 1995, as mandatory and issued Japanese AD KU-KI-158 TCD-4310-96, dated March 25, 1996, in order to assure the continued airworthiness of the airplanes affected by Type Certificate No. A2PC that are certificated for operation in Japan.

The FAA's Determination

The airplane models listed in Type Certificate A2PC are manufactured in Japan and are 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 JCAB has kept the FAA informed of the situation described above.

The FAA has examined the findings of the JCAB; reviewed all available information, including the service information referenced above; and determined that AD action is necessary for products of this type design that are certificated for operation in the United States, including the Mitsubishi MU-2B series airplanes manufactured in the United States by licensing agreement and listed in Type Certificate No. A10SW.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Mitsubishi Models MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60 airplanes of the same type design registered in the United States, the FAA is proposing AD action. The proposed AD would require inspecting each forward attachment fitting bolt (total of four bolts) of the wing tip tanks to determine whether any bolt incorporating P/N 017A-12887, P/N 017A-12887-3, or 017A-12887-7 is installed, and replacing any bolt not incorporating one of these part numbers, with a P/N 017A-12887-7 bolt. The P/N 017A-12887-7 bolts are of similar design to the P/N 017A-12887 and P/N 017A-12887-3 bolts, and are identified with the black painted letters "SPL". The proposed AD would also require identifying any P/N 017A-12887 or P/N 017A-12887-3 bolt with the letters "SPL". Accomplishment of the proposed installation would be in accordance with the service information previously referenced.

Cost Impact

The FAA estimates that 252 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 1 workhour per airplane to accomplish the proposed inspection, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the proposed inspection on U.S. operators is estimated to be \$15,120, or \$60 per airplane.

Any replacements that would be required by the proposed AD would take approximately 4 workhours per airplane with each bolt costing \$350 (up to 4 bolts per airplane). If an airplane had four incorrect bolts installed, the

replacement cost of the proposed AD would be \$1,640 for that airplane.

Regulatory Impact

The regulations proposed herein would 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 proposal would 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) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 a new airworthiness directive (AD) to read as follows:

Mitsubishi Heavy Industries, Ltd.: Docket No. 98-CE-39-AD.

Applicability: The following airplane model and serial number airplanes:

Models	Serial Nos.
Type Certificate No. A2PC	
MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, and MU-2B-26.	008 through 347.
MU-2B-30, MU-2B-35, and MU-2B-36.	501 through 651, 653 through 660, and 662 through 696.
Type Certificate No. A10SW	
MU-2B-25, MU-2B-26, MU-2B-26A, and MU-2B-40.	313SA, 321SA, and 348SA through 459SA.
MU-2B-35, MU-2B-36A, and MU-2B-60.	652SA, 661SA, and 697SA through 1569SA.

Note 1: Mitsubishi Heavy Industries, Ltd. holds both Type Certificate No. A2PC and Type Certificate No. A10SW for the affected airplanes. Raytheon manufactures, in the United States, the airplanes affected by Type Certificate No. A10SW under a licensing agreement with Mitsubishi Heavy Industries, Ltd.

Note 2: 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 (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 in the body of this AD, unless already accomplished.

To prevent the wing tip tank from separating from the airplane because of an incorrect bolt corroding, which could result in loss of control of the airplane, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, inspect each forward attachment fitting bolt (total of four bolts) of the wing tip tanks to determine whether any bolt not incorporating part number (P/N) 017A-12887, P/N 017A-12887-3, or 017A-12887-7, is installed. Accomplish this inspection in accordance with whichever of the following is applicable:

(1) Mitsubishi MU-2 Service Bulletin No. 225, dated September 29, 1995, for airplanes affected by Type Certificate No. A2PC; or
(2) Mitsubishi MU-2 Service Bulletin No. 089/57-002A, dated November 5, 1996, for airplanes affected by Type Certificate No. A10SW.

(b) If any bolt not incorporating P/N 017A-12887, P/N 017A-12887-3, or 017A-12887-7, is installed, prior to further flight, replace it with a P/N 017A-12887-7 bolt. The P/N 017A-12887-7 bolts are of similar design to the P/N 017A-12887 and P/N 017A-12887-3 bolts, and are identified with the black painted letters "SPL". Accomplish this action in accordance with one of the service bulletins listed in paragraphs (a)(1) and (a)(2) of this AD, as applicable.

(c) If any P/N 017A-12887 or P/N 017A-12887-3 bolt is installed, prior to further flight, identify the bolt with the letters "SPL". Accomplish this action in accordance with one of the service bulletins listed in paragraphs (a)(1) and (a)(2) of this AD, as applicable.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, 3960 Paramount Blvd., Lakewood, California 90712. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(f) Questions or technical information related to Mitsubishi MU-2 Service Bulletin No. 225, dated September 29, 1995, should be directed to Mitsubishi Heavy Industries, Ltd., Nagoya Aerospace Systems Works, 10, OYE-CHO, MINATO-KU, Nagoya, Japan, telephone: NAGOYA (611) 2141, facsimile: 4464561HISI. Questions or technical information related to Mitsubishi MU-2 Service Bulletin No. 089/57-002A, dated November 5, 1996, should be directed to Raytheon Aircraft Company, 9709 East Central, Wichita, Kansas 67201, Attention: Manager, Publications. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Note 4: The subject of this AD is addressed in Japanese AD KU-KI-158 TCD-4310-96, dated March 25, 1996.

Issued in Kansas City, Missouri, on July 14, 1998.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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