

Page No.	Revision level shown on page	Date shown on page
9, 14, 21–22, 41, 43	Revision 1	November 27, 1995.

(1) The incorporation by reference of Airbus Service Bulletin A320–53–1110, Revision 1, dated November 27, 1995, and Airbus Service Bulletin A320–53–1131, dated July 24, 1997, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Airbus Service Bulletin A320–53–1110, dated August 28, 1995, was approved previously by the Director of the Federal Register as of May 15, 1997 (62 FR 17532, April 10, 1997).

(3) 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 97–315–109(B), dated October 22, 1997.

(g) This amendment becomes effective on October 8, 1998.

Issued in Renton, Washington, on August 26, 1998.

Vi L. Lipski,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98–23604 Filed 9–2–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–183–AD; Amendment 39–10743; AD 94–13–02 R1]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 757–200, –200PF, and –200CB Series Airplanes Equipped with Rolls-Royce Model RB211–535E4/E4B Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to certain Boeing Model 757 series airplanes, that currently requires tests of the thrust reverser system, and repair, if necessary; installation of a modification that terminates those tests; and repetitive operational checks of that installation, and repair, if necessary.

This amendment limits the applicability of the existing AD by including the specific series of the affected airplanes. This amendment is prompted by the upcoming type certification of the Model 757–300 series airplane, which will address the requirements of this amendment during the type certification process. The actions specified in this AD are intended to prevent deployment of a thrust reverser in flight and subsequent reduced controllability of the airplane.

DATES: September 18, 1998.

The incorporation by reference of certain publications, as listed in the regulations, was approved previously by the Director of the Federal Register as of July 20, 1994 (59 FR 31512, June 20, 1994).

Comments for inclusion in the Rules Docket must be received on or before November 2, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–183–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: Katherine Rask, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–1547; fax (425) 227–1181.

SUPPLEMENTARY INFORMATION: On June 13, 1994, the FAA issued AD 94–13–02, amendment 39–8942 (59 FR 31512, June 20, 1994), applicable to certain Boeing Model 757 series airplanes, to require tests of the thrust reverser system, and repair, if necessary; installation of a modification that terminates those tests; and repetitive operational checks of that installation, and repair, if necessary. That action was prompted by results of a safety review, which revealed that in-flight deployment of a thrust reverser

could result in a significant reduction in the controllability of the airplane. The actions required by that AD are intended to prevent deployment of a thrust reverser in flight and subsequent reduced controllability of the airplane.

Actions Since Issuance of Previous Rule

Since the issuance of that AD, Boeing has developed the Model 757–300 series airplane, equipped with Rolls-Royce Model RB211–535E4/E4B engines. This model is expected to be type certificated in early 1999. As part of the type certification of the Model 757–300 series airplane, the requirements of this amendment will be addressed during the type certification process. Therefore, the FAA has revised the applicability of the existing AD to include the specific series of the affected airplanes as Model 757–200 series airplanes.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, this AD revises AD 94–13–02 to continue to require tests of the thrust reverser system, and repair, if necessary; installation of a modification that terminates those tests; and repetitive operational checks of that installation, and repair, if necessary. This AD limits the applicability of the existing AD by including the specific series of the affected airplanes.

Cost Impact

There are approximately 376 Model 757–200 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 95 airplanes of U.S. registry will be required to accomplish the restow and integrity tests required by this AD, that it will take approximately 1 work hour per airplane to accomplish those tests, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators to accomplish each operational test is estimated to be \$5,700, or \$60 per airplane.

The FAA estimates that 95 airplanes of U.S. registry will be required to accomplish either modification specified in paragraphs (b)(1) or (b)(2) of this AD. It will take approximately 506 work hours per airplane to accomplish either of those modifications, and the

average labor rate is \$60 per work hour. Required parts will be supplied by the manufacturer at no cost to operators. Based on these figures, the cost impact of the AD on U.S. operators to accomplish the modification is estimated to be \$2,884,200, or \$30,360 per airplane, per test cycle.

The FAA also estimates that 232 airplanes of U.S. registry will be required to accomplish the periodic operational tests of the sync-lock installation required by this AD, that it will take approximately 1 work hour per airplane to accomplish each test, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators to accomplish each operational test is estimated to be \$13,920, or \$60 per airplane, per test cycle.

Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$2,903,820.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Determination of Rule's Effective Date

Since this AD action limits the applicability of an existing AD, it has no adverse economic impact and imposes no additional burden on any person. Therefore, prior notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and 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-183-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.

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 removing amendment 39-8942 (59 FR 31512, June 20, 1994), and by adding a new airworthiness directive (AD), amendment 39-10743, to read as follows:

94-13-02 R1 Boeing: Amendment 39-10743. Docket 98-NM-183-AD. Revises AD 94-13-02, Amendment 39-8942.

Applicability: Model 757-200, -200PF, and -200CB series airplanes equipped with Rolls-Royce Model RB211-535E4/E4B 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 (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 deployment of a thrust reverser in flight and consequent reduced controllability of the airplane, accomplish the following:

(a) For airplanes on which the sync-lock feature was not installed during production or as a modification in accordance with Boeing Service Bulletin 757-78-0032, Revision 2, dated May 12, 1994: Within 4,000 hours time-in-service after July 20, 1994 (the effective date of AD 94-13-02, amendment 39-8942); and thereafter at intervals not to exceed 4,000 hours time-in-service until the modification required by paragraph (b) of this AD is accomplished; accomplish paragraphs (a)(1) and (a)(2) of this AD to verify proper operation of the thrust reverser system. Prior to further flight, repair any discrepancy found, in accordance with the procedures described in the Boeing 757 Maintenance Manual.

(1) Perform a "Thrust Reverser-Auto Restow Test" in accordance with the procedures described in Section 78-31-00 of the Boeing 757 Maintenance Manual.

(2) Perform an "Actuator Lock and Crossover Shaft Integrity Test" in accordance with the procedures described in Section 78-31-00 of the Boeing 757 Maintenance Manual.

(b) For airplanes on which the sync-lock feature was not installed during production or as a modification in accordance with Boeing Service Bulletin 757-78-0032, Revision 2, dated May 12, 1994: Within 5 years after July 20, 1994, accomplish the requirements of either paragraph (b)(1) or (b)(2) of this AD. Accomplishment of either of these installations constitutes terminating action for the tests required by paragraph (a) of this AD.

(1) Install an additional thrust reverser system locking feature (sync-lock installation) in accordance with Boeing Service Bulletin 757-78-0032, Revision 2, dated May 12, 1994.

Note 2: Revision 2 of Boeing Service Bulletin 757-78-0032 references Rolls-Royce Service Bulletins RB.211-78-9613 and RB.211-78-9627 as additional sources of service information. The intent of paragraph (b)(1) of this AD is that the appropriate revision levels of the Rolls-Royce service bulletins to be used in conjunction with Boeing Service Bulletin 757-78-0032 are as follows: Rolls-Royce Service Bulletin RB.211-78-9613, dated December 3, 1992, or Revision 1, dated March 5, 1993, or Revision 2, dated October 1, 1993; and Rolls-Royce Service Bulletin RB.211-78-9627, dated December 3, 1992.

(2) Install a revised thrust reverser sync-lock in accordance with Boeing Service Bulletin 757-78-0032, Revision 2, dated May 12, 1994, and Rolls-Royce Service Bulletin RB.211-78-9822, dated October 1, 1993.

Note 3: Rolls-Royce Service Bulletin RB.211-78-9822 references Rolls-Royce Service Bulletin RB.211-78-9613 as an additional source of service information for airplanes equipped with Rolls-Royce RB211-535E4/E4B engines. Rolls-Royce Service Bulletin RB.211-78-9613 references Rolls-Royce Service Bulletin RB.211-78-9627 as an additional source of service information. The FAA's intent is that the appropriate revision levels to be used in conjunction with Rolls-Royce Service Bulletin RB.211-78-9822 are as follows: Rolls-Royce Service Bulletin RB.211-78-9613, Revision 2, dated October 1, 1993; and Rolls-Royce Service Bulletin RB.211-78-9627, dated December 3, 1992.

(c) Within 4,000 hours time-in-service after accomplishing the modification required by paragraph (b) of this AD, or within 4,000 hours time-in-service after July 20, 1994, whichever occurs later; and thereafter at intervals not to exceed 4,000 hours time-in-service: Accomplish the "Thrust Reverser Sync-Lock Integrity Test" specified below to verify that the sync-locks have not failed in the "unlocked" state. Prior to further flight, repair any discrepancy found, in accordance with procedures described in the Boeing 757 Maintenance Manual.

THRUST REVERSER SYNC-LOCK INTEGRITY TEST

1. General

A. Use this procedure to test the integrity of the thrust reverser sync locks. The procedure must be performed on each engine.

2. Thrust Reverser Sync Lock Test

A. Prepare for the thrust reverser sync lock test.

(1) Open the AUTO SPEEDBRAKE circuit breaker on the overhead circuit breaker panel, P11.

(2) Do steps 2.A.(2)(a) through 2.A.(2)(f) to supply power to the thrust reverser system:

(a) Make sure the thrust levers are in the idle position.

(b) Make sure the thrust reversers are retracted and locked.

(c) Make sure these circuit breakers on the main power distribution panel, P6, are closed:

(1) L ENG SYNC LOCK

(2) R ENG SYNC LOCK-ALTN

(d) Make sure these circuit breakers on the overhead circuit breaker panel, P11, are closed:

(1) LANDING GEAR POS SYS 1

(2) T/R IND R

(3) T/R CONT-ALTN-R

(4) T/R IND L

(5) T/R CONT L

(6) R ENG SYNC LOCK

(7) T/R CONT R

(8) EICAS CMPTR LEFT

(9) EICAS UPPER IND

(10) EICAS CMPTR RIGHT

(11) EICAS LOWER IND

(12) EICAS DISPLAY SW

(13) EICAS PILOTS DSP

(14) AIR/GND SYS 1

(15) AIR/GND SYS 2

(16) LANDING GEAR POS SYS 2

(17) PROX SW TEST

(e) Supply electrical power.

(f) Supply pressure to the left (for the left engine) or right (for the right engine) hydraulic system.

B. Do the thrust reverser sync lock test.

(1) Use the SENSOR CHANNEL SELECT thumb switches to set the PSEU code for the auto-restow proximity sensor.

(a) On PSEU (-17), The left engine code is 433.

(b) On PSEU (-16), The left engine code is 105.

(c) The right engine PSEU code is 099.

Note: Step 2.B.(2) will cause the Hydraulic Isolation Valve (HIV) to open for approximately 5 seconds. Steps 2.B.(3) through 2.B.(5) must be done during this 5 second time. Steps 2.B.(2) through 2.B.(5) may be repeated if necessary.

(2) Push the TARGET TEST switch on the PSEU and hold for one second.

(3) Make sure the TARGET NEAR light on the PSEU comes on after approximately four seconds.

(4) Make sure that the EICAS Advisory message L(R) REV ISLN VAL shows for approximately 3 seconds and then does not show.

(5) Make sure the sync lock manual unlock lever on the right sleeve of the reverser does not extend.

(6) Push and release the RESET switch on the PSEU.

(7) Open the applicable circuit breaker(s):

(a) For the left engine;

L ENG SYNC LOCK (Panel P6)

(b) For the right engine;

R ENG SYNC LOCK (Panel P11)

R ENG SYNC LOCK-ALTN (Panel P6)

(8) Move the left (right) reverse thrust lever up and rearward to the reverse thrust position.

(9) Make sure that the thrust reverser does not extend.

(10) Move the left (right) reverse thrust lever to the forward and down position.

C. Put the airplane back to its usual condition.

(1) Remove hydraulic pressure.

(2) Close the applicable circuit breaker(s).

(a) For the left engine;

L ENG SYNC LOCK (Panel P6)

(b) For the right engine;

R ENG SYNC LOCK (Panel P11)

R ENG SYNC LOCK-ALTN (Panel P6)

(3) Close the AUTO SPEEDBRAKE circuit breaker on the overhead circuit breaker panel, P11.

(4) Remove electrical power.

D. Repeat the thrust reverser sync lock test on the other engine.

(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, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(e) 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.

(f) The installation shall be done in accordance with Boeing Service Bulletin 757-78-0032, Revision 2, dated May 12, 1994, and/or Rolls-Royce Service Bulletin RB.211-78-9822, dated October 1, 1993. This incorporation by reference was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of July 20, 1994 (59 FR 31512, June 20, 1994). Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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 September 18, 1998.

Issued in Renton, Washington, on August 28, 1998.

Vi L. Lipski,

Acting Manager, Transport Airplane

Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

14 CFR Part 71

[Airspace Docket No. 98-AGL-32]

Modification of Class E Airspace; Prairie Du Chien, WI; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the legal description of a final rule