

23132, 24348, or 24511 has not been accomplished; certificated in any category.

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 (d)(1) 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 pitch-up of the airplane due to activation of the spoilers during an automatic landing, which, if not corrected, could result in tail strikes and structural damage to the airplane, accomplish the following:

(a) Within 60 days after October 9, 1992 (the effective date of AD 92-19-13, amendment 39-8371), revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following statement. This may be accomplished by inserting a copy of this AD into the AFM.

"Use of automatic landing in configuration 3 (CONF 3) is prohibited."

(b) Within 30 days after the effective date of this AD, revise the FAA-approved Airbus A320 AFM by inserting Airbus A319/320/321 AFM Temporary Revision 9.99.99/02, Issue 02, dated April 8, 1997, into the AFM. After revising the AFM, the AFM revision required by paragraph (a) of this AD may be removed from the AFM.

(c) Within 18 months after the effective date of this AD, accomplish the actions specified in paragraphs (c)(1) and (c)(2) of this AD. After the actions specified by paragraph (c) of this AD have been accomplished, the AFM revision required by paragraph (b) of this AD (Airbus A320 AFM Temporary Revision 9.99.99/02, Issue 02, dated April 8, 1997) may be removed from the AFM.

(1) Replace the existing spoiler elevator computers (SEC's) in the aft and forward electronics racks with new, improved SEC's, in accordance with Airbus Industrie Service Bulletin A320-27-1081, Revision 2, dated September 6, 1995; or A320-27-1073, dated January 20, 1995; as applicable.

(2) After the accomplishment of the actions specified by paragraph (c)(1) of this AD, prior to further flight, revise Section 5.06.00 of the Airbus A320 AFM by inserting Section 5.06.00, page 06, dated February 10, 1996, and page 6A, dated January 20, 1997.

Note 2: Operators should ensure that the units in which the distance measurements are listed in AFM Section 5.06.00, pages 06 and 6A, are consistent with the units of measurement that the operators use in their operations.

(d)(1) 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.

(d)(2) Alternative methods of compliance, approved previously in accordance with AD 92-19-13, amendment 39-8371, are approved as alternative methods of compliance with this AD.

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.

(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) and (c)(2) of this AD, the actions shall be done in accordance with Airbus A319/320/321 AFM Temporary Revision (TR) 9.99.99/02, Issue 02, dated April 8, 1997; Airbus Service Bulletin A320-27-1081, Revision 2, dated September 6, 1995; and Airbus Service Bulletin A320-27-1073, dated January 20, 1995; as applicable. Airbus Service Bulletin A320-27-1081, Revision 2, dated September 6, 1995, contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 3, 4, 6-10, 13-15.	2	Sept. 6, 1995.
2, 5, 11, 12.	Original	Jan. 16, 1995.

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 93-203-049(B)R3, dated July 2, 1997.

(g) This amendment becomes effective on October 30, 1998.

Issued in Renton, Washington, on September 17, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-25472 Filed 9-24-98; 8:45 am]
BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-77-AD; Amendment 39-10798; AD 98-20-31]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320 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 series airplanes, that requires repetitive inspections to detect cracking in the pressurized floor pick-up angles on the rear spar of the wing, and replacement of any cracked pick-up angle and its associated diaphragms with improved parts. Such replacement terminates the repetitive inspections for that angle. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to detect and correct cracking in the pressurized floor pick-up angles at the rear spar of the wing, which could result in reduced structural integrity of the airframe.

DATES: Effective October 30, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 30, 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 series airplanes was

published in the **Federal Register** on April 27, 1998 (63 FR 20546). That action proposed to require repetitive inspections to detect cracking in the pressurized floor pick-up angles on the rear spar of the wing, and replacement of any cracked pick-up angle and its associated diaphragms with improved parts. Such replacement would terminate the repetitive inspections for that angle.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

Request To Accept Additional Versions of Service Bulletins

The commenter (the manufacturer) generally supports the proposed rule. However, the commenter states that an inspection performed in accordance with instructions defined in Airbus Service Bulletin A320-57-1090, dated April 19, 1996, complies with the requirements of paragraph (a) of the proposed AD. (The proposed AD cited only Revision 1 of that service bulletin as the appropriate means of compliance.)

The commenter adds that accomplishment of the modification, in accordance with Airbus Service Bulletin A320-57-1025, Revision 2, dated November 25, 1994; Revision 3, dated May 22, 1995; or Revision 4, dated December 8, 1995; should be considered acceptable as terminating action for the proposed AD. (The proposed AD cited only Revision 5, dated June 26, 1997, of that service bulletin as the appropriate means of compliance.)

The FAA concurs that accomplishment of those earlier versions of the service bulletins, in lieu of the revision levels cited in the proposed rule, is acceptable for compliance with the requirements of this AD. The inspection procedures described in Airbus Service Bulletin A320-57-1090, dated April 19, 1996, are essentially the same as those described in Revision 1, dated June 10, 1997. Likewise, the modification procedures described in Airbus Service Bulletin A320-57-1025, Revision 2, dated November 25, 1994; Revision 3, dated May 22, 1995; and Revision 4, dated December 8, 1995; are essentially the same as those described in Revision 5, dated June 26, 1997. Therefore, the final rule has been revised to include Note 2 and Note 3, which credit operators for inspections and modifications accomplished prior to the effective date of the final rule in

accordance with the referenced additional revision levels.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change described previously. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 120 airplanes of U.S. registry will be affected by this AD, that it will take approximately 8 work hours per airplane (including access and close) to accomplish the required inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be \$57,600, or \$480 per airplane, per inspection cycle.

The cost impact figure discussed above is 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.

Should an operator elect to accomplish the optional terminating action that is provided by this AD, it would take approximately 140 work hours to accomplish, at an average labor rate of \$60 per work hour. The cost of required parts would be approximately \$10,103 per airplane. Based on these figures, the cost impact of that optional terminating action would be \$18,503 per airplane.

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:

98-20-31 Airbus Industrie: Amendment 39-10798. Docket 98-NM-77-AD.

Applicability: Model A320 series airplanes, as listed in Airbus Service Bulletin A320-57-1090, Revision 01, dated June 10, 1997; 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 detect and correct cracking in the pressurized floor pick-up angles at the rear spar of the wing, which could result in reduced structural integrity of the airframe, accomplish the following:

(a) Prior to the accumulation of 20,000 total flight cycles, or within 60 days after the effective date of this AD, whichever occurs later: Perform an eddy current inspection to detect cracking in the pressurized floor pick-up angles on the rear spar of the wing, in accordance with Airbus Service Bulletin A320-57-1090, Revision 01, dated June 10, 1997.

Note 2: Accomplishment of the inspection prior to the effective date of this AD in accordance with Airbus Service Bulletin A320-57-1090, dated April 19, 1996, is also considered acceptable for compliance with paragraph (a) of this AD.

(1) If no cracking is found, repeat the inspection thereafter at intervals not to exceed 10,000 flight cycles.

(2) If any cracking is found during any inspection required by this AD, prior to further flight, replace each cracked pick-up angle and its associated diaphragms with improved parts, in accordance with Airbus Service Bulletin A320-57-1025, Revision 05, dated June 26, 1997. For all pick-up angles not replaced with improved angles, repeat the inspection thereafter at intervals not to exceed 10,000 flight cycles.

(b) Replacement of a pick-up angle and its associated diaphragms with improved parts, in accordance with Airbus Service Bulletin A320-57-1025, Revision 05, dated June 26, 1997, constitutes terminating action for the repetitive inspection requirements for that pick-up angle.

Note 3: Accomplishment of the replacement prior to the effective date of this AD in accordance with Airbus Service Bulletin A320-57-1025, Revision 2, dated November 25, 1994; Revision 3, dated May 22, 1995; or Revision 4, dated December 8, 1995; is also considered acceptable for compliance with paragraphs (a)(2) and (b) of this AD.

(c) If any crack is detected during any inspection required by this AD, and the applicable service bulletin specifies to contact Airbus for appropriate action: Prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (or its delegated agent).

(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 request 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.

(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 inspections shall be done in accordance with Airbus Service Bulletin A320-57-1090, Revision 01, dated June 10, 1997. Except as provided by paragraph (c) of this AD, the replacement, if accomplished, shall be done in accordance with Airbus Service Bulletin A320-57-1025, Revision 05, dated June 26, 1997, which contains the following effective pages:

Page number shown on page	Revision level shown on page	Date shown on page
1, 13, 30-32, 101, 102	05	June 26, 1997.
2-5	4	December 8, 1995.
10, 15, 19, 24, 28, 29	3	May 22, 1995.
6-9, 11, 12, 14, 16-18, 20-23 25-27, 33-100, 103-106	2	November 25, 1994.

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 5: The subject of this AD is addressed in French airworthiness directive CN 97-084-097 (B), dated March 12, 1997.

(g) This amendment becomes effective on October 30, 1998.

Issued in Renton, Washington, on September 17, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-25474 Filed 9-24-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-192-AD; Amendment 39-10797; AD 98-20-30]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320 Series Airplanes Equipped With a Bulk Cargo Door

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Airbus Model A320 series airplanes equipped with a bulk cargo door, that requires repetitive inspections to detect fatigue cracking of the upper frame flanges; and repair, if necessary. This amendment also requires modification of the upper frame flanges of the bulk cargo door, which constitutes terminating action for the repetitive inspections. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent fatigue cracking of the upper frame flanges, which could

result in reduced structural integrity of the airplane.

DATES: Effective October 30, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 30, 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 all Airbus Model A320 series airplanes equipped with a bulk cargo door was published in the **Federal Register** on August 7, 1998 (63