

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 T98-376-260 (B).

(h) This amendment becomes effective on November 2, 1998.

Issued in Renton, Washington, on October 7, 1998.

Darrell M. Pederson,

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-NM-341-AD; Amendment 39-10842; AD 98-21-34]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300, A310, and A300-600 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Airbus Model A300, A310, and A300-600 series airplanes, that requires repetitive inspections to detect corrosion and cracks on the bottom area of the wing skin, and corrective action, if necessary. 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 corrosion and cracks on the bottom area of the wing skin, which could result in reduced structural integrity of the airplane.

DATES: Effective November 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 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 all Airbus Model A300, A310, and A300-600 series airplanes was published in the **Federal Register** on March 24, 1998 (63 FR 14044). That action proposed to require repetitive inspections to detect corrosion and cracks on the bottom area of the wing skin, and corrective action, if necessary.

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 Clarify Certain Data in Table 3

The commenter (the manufacturer) requests that the proposal be revised to specify the correct value for a certain inspection interval. The commenter notes that the compliance time listed in Table 3. of the proposed AD specifies that the nondestructive testing (NDT) high frequency eddy current (HFEC) inspection interval for area "1, 2, 3a" should read "21,100 flight hours," instead of "12,100 flight hours."

The FAA concurs. Based on a review of the information provided by the manufacturer, the FAA finds that, as published, the proposed AD contains a typographical error in Table 3. in the "NDT (HFEC) Interval" column for area "1, 2, 3a." The FAA has revised Table 3. of the final rule to indicate the correct inspection interval of 21,100 flight hours.

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 49 Model A300 and A310 series airplanes, and 51 Model A300-600 series airplanes, of U.S. registry will be affected by this AD, that it will take approximately 8 work hours per airplane per inspection cycle to accomplish the required actions, 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 is estimated to be \$48,000, 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.

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:

98-21-34 Airbus Industrie: Amendment 39-10842. Docket 97-NM-341-AD.

Applicability: All Model A300, A310, and A300-600 series airplanes; 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 corrosion and cracks on the bottom wing skin area, which could result in reduced structural integrity of the airplane, accomplish the following:

(a) At the time specified in paragraph (a)(1), (a)(2), (a)(3), or (a)(4) of this AD, as applicable: Except as required by paragraphs (b) and (c) of this AD, perform an inspection for corrosion and cracks on the bottom wing skin area, and accomplish follow-on corrective actions, in accordance with Airbus Service Bulletin A300-57-0204, dated December 4, 1995 (for Model A300 series airplanes); A310-57-2061, dated December 4, 1995 (for Model A310 series airplanes); or A300-57-6047, Revision 01, dated October 16, 1996, as revised by Change Notice 1.A., dated February 24, 1997 (for Model A300-600 series airplanes); as applicable; subsequently referred to in this AD as the "applicable" service bulletins. Thereafter, repeat the inspection at intervals not to exceed 5 years.

(1) For airplanes with 5 years or less since date of manufacture: Prior to the accumulation of 5 years since date of manufacture or within 18 months after the

effective date of this AD, whichever occurs later.

(2) For airplanes with more than 5 years, but less than 15 years since date of manufacture: Within 18 months after the effective date of this AD.

(3) For airplanes with more than 15 years, but less than 20 years since date of manufacture: Within 12 months after the effective date of this AD.

(4) For airplanes with more than 20 years since date of manufacture: Within 6 months after the effective date of this AD.

(b) If any corrosion or crack is found during an inspection required by paragraph (a) of 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 the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(c) If any crack is found during an inspection required by paragraph (a) of this AD, and the applicable service bulletin specifies to refer to Table B, Figure 4, of the service bulletin to determine the fatigue inspection threshold and interval: Use Table 1, 2, 3, 4, or 5, of this AD, as applicable, to determine the fatigue inspection threshold and interval in flight cycles (FC) or flight hours (FH).

TABLE 1.—AIRBUS SERVICE BULLETIN A300-57-204 (MODEL A300 B2) FATIGUE INSPECTION

Area	Threshold (FC or FH, whichever occurs first)	Detailed visual interval (FC or FH, whichever occurs first)	NDT (HFEC) Interval (FC or FH, whichever occurs first)
1, 2, 3a ¹	10,400 FC or 15,800 FH	10,400 FC or 15,800 FH	10,400 FC or 15,800 FH.
3b, 4a ²	7,200 FC or 11,000 FH	2,500 FC or 3,800 FH	6,300 FC or 9,600 FH.
4b	10,400 FC or 15,800 FH	10,400 FC or 15,800 FH	10,400 FC or 15,800 FH.
5, 6	9,900 FC or 15,100 FH	8,700 FC or 13,200 FH	9,900 FC or 15,100 FH.
7, 8	6,600 FC or 10,000 FH	5,000 FC or 7,700 FH	6,400 FC or 9,700 FH.

¹ Area 3, as defined by Table B, Table 4, of SB A300-57-0204, has been split into areas 3a and 3b with a borderline between stiffener 43.2 and lattice flange 44 for Tables 1, 2, and 3 of this AD.

² Area 4, as defined by Table B, Table 4, of SB A300-57-0204, has been split into areas 4a and 4b with a borderline between lattice flange 44 for stiffener 44.1 for Tables 1, 2, and 3 of this AD.

TABLE 2.—AIRBUS SERVICE BULLETIN A300-57-204 (MODEL A300 B4-100) FATIGUE INSPECTION

Area	Threshold (FC or FH, whichever occurs first)	Detailed visual interval (FC or FH, whichever occurs first)	NDT (HFEC) interval (FC or FH, whichever occurs first)
1, 2, 3a	9,500 FC or 15,600 FH	8,600 FC or 14,200 FH	9,500 FC or 15,600 FH.
3b, 4a	6,700 FC or 12,000 FH	2,000 FC or 3,300 FH	5,000 FC or 8,200 FH.
4b	9,500 FC or 15,600 FH	8,600 FC or 14,200 FH	9,500 FC or 15,600 FH.
5, 6	8,200 FC or 13,400 FH	7,200 FC or 11,900 FH	8,200 FC or 13,400 FH.
7, 8	4,600 FC or 7,600 FH	3,600 FC or 5,900 FH	4,500 FC or 7,400 FH.

TABLE 3.—AIRBUS SERVICE BULLETIN A300-57-204 (MODEL A300 B4-100) FATIGUE INSPECTION

Area	Threshold (FC or FH, whichever occurs first)	Detailed visual interval (FC or FH, whichever occurs first)	NDT (HFEC) interval (FC or FH, whichever occurs first)
1, 2, 3a	9,900 FC or 21,600 FH	9,000 FC or 19,200 FH	9,900 FC or 21,100 FH.
3b, 4a	7,000 FC or 14,900 FH	2,100 FC or 4,500 FH	5,200 FC or 11,100 FH.
4b	9,900 FC or 21,100 FH	9,000 FC or 19,200 FH	9,900 FC or 21,100 FH.
5, 6	8,500 FC or 18,100 FH	7,500 FC or 16,000 FH	8,500 FC or 18,100 FH.
7, 8	4,800 FC or 10,200 FH	3,700 FC or 7,900 FH	4,700 FC or 10,000 FH.

TABLE 4.—AIRBUS SERVICE BULLETIN A330-57-2061 (MODEL A310 AND A310-300) FATIGUE INSPECTION

Area	Threshold (FC or FH, whichever occurs first)	Detailed visual interval (FC or FH, whichever occurs first)	NDT (HFEC) interval (FC or FH, whichever occurs first)
1	12,800 FC or 36,600 FH	10,500 FC or 29,900 FH	12,800 FC or 36,600 FH.
2	5,700 FC or 16,300 FH	4,600 FC or 13,100 FH	5,700 FC or 16,300 FH.
3, 5	5,100 FC or 14,700 FH	4,100 FC or 11,800 FH	5,100 FC or 14,700 FH.
4	4,500 FC or 12,800 FH	1,800 FC or 5,100 FH	4,500 FC or 12,800 FH.
6	19,400 FC or 55,300 FH	16,500 FC or 47,000 FH	19,400 FC or 55,300 FH.
7	16,300 FC or 46,500 FH	13,800 FC or 39,500 FH	16,300 FC or 46,500 FH.

TABLE 5.—AIRBUS SERVICE BULLETIN A300-57-6047 (MODEL A300-600) FATIGUE INSPECTION

Area	Threshold (FC or FH, whichever occurs first)	Detailed visual interval (FC or FH, whichever occurs first)	NDT (HFEC) interval (FC or FH, whichever occurs first)
1, 2	13,600 FC or 42,900 FH	11,800 FC or 37,000 FH	15,500 FC or 48,800 FH.
3	6,500 FC or 20,400 FH	5,800 FC or 18,400 FH	6,900 FC or 21,600 FH.
4, 6	4,800 FC or 15,100 FH	4,500 FC or 14,200 FH	5,000 FC or 15,700 FH.
5	2,100 FC or 6,500 FH	900 FC or 3,000 FH	2,100 FC or 6,500 FH.
7	5,700 FC or 18,100 FH	5,500 FC or 17,200 FH	6,300 FC or 19,800 FH.
8	2,400 FC or 7,400 FH	2,100 FC or 6,500 FH	2,400 FC or 7,400 FH.

(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 requests 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.

(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 (b) and (c) of this AD, the actions shall be done in accordance with the following Airbus service bulletins, as applicable, which contain the specified effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
A300-57-0204, December 4, 1995	1-101	Original	December 4, 1995.
A310-57-2061, December 4, 1995	1-111	Original	December 4, 1995.
A300-57-6047, October 16, 1996	1-3, 29, 30 4-29, 31-65	01 Original	October 16, 1996. January 4, 1996.
Change Notice 1.A., February 24, 1997, for Airbus Service Bulletin A300-57-6047, October 16, 1996.	1, 2	Original	February 24, 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 97-006-210(B), dated January 2, 1997.

(g) This amendment becomes effective on November 20, 1998.

Issued in Renton, Washington, on October 7, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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