

(P/N) 53082, 53162, or 53170, unless the control quadrant unit has been modified in accordance with this AD.

(c) 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 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.

(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.

**Note 3:** The subject of this AD is addressed in Swedish airworthiness directive 1-128, dated May 29, 1998.

Issued in Renton, Washington, on October 21, 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. 98-NM-241-AD]

RIN 2120-AA64

#### Airworthiness Directives; Lockheed Model L-1011-385-1 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Lockheed Model L-1011-385-1 series airplanes. This proposal would require modification of the power drive units and the lower drive sprocket assemblies of the galley lift system. This proposal is prompted by a report indicating that, due to fatigue cracking, the primary and secondary drive shafts of the galley lift failed and caused the galley lift to drop to the lower level, injuring a flight attendant. The actions specified by the proposed AD are intended to prevent such fatigue cracking of the primary and secondary drive shafts, which could result in

complete fracturing of the secondary shaft; such fracturing could allow the galley lift to drop to the bottom of the shaft, and could result in possible injury to crewmembers.

**DATES:** Comments must be received by December 11, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-241-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Lockheed Aeronautical Systems Support Company (LASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia.

**FOR FURTHER INFORMATION CONTACT:** Thomas Peters, Aerospace Engineer, Systems and Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6063; fax (770) 703-6097.

#### 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 shall 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 summarizing 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 Number 98-NM-241-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, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-241-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

The FAA has received a report indicating that the primary and secondary drive shafts of the lower galley lift failed on a Lockheed L-1011-385-1 series airplane. This failure resulted in the galley lift dropping to the lower level, and consequent injury to a flight attendant. This incident was caused by undetected fatigue cracking of the secondary shaft. Such fatigue cracking, if not detected and corrected in a timely manner, could result in complete fracturing of the secondary shaft, which could allow the galley lift to drop to the bottom of the shaft, and possible injury to crewmembers.

#### Explanation of Relevant Service Information

The FAA has reviewed and approved Lockheed Service Bulletin 093-25-294, Revision 2, dated April 13, 1981, which describes procedures for modification of the power drive units and the lower drive sprocket assemblies of the galley lift system. The modification includes reworking and reidentifying the (left and right) power drive units and the lower drive sprocket assemblies. Accomplishment of the actions specified in the Lockheed service bulletin is intended to adequately address the identified unsafe condition.

The Lockheed service bulletin references Lear Siegler, Inc., Service Bulletins 21192-25-08, Revision 1, dated October 19, 1979; 21192-25-09 dated August 17, 1979; and 65806-25-03, dated June 9, 1979; as additional sources of service information for the modification of the power drive units and the lower drive sprocket assemblies.

#### 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, the proposed AD would require accomplishment of the actions specified in the Lockheed service bulletin described previously, except as described below.

#### Differences Between the Proposed Rule and Service Bulletin

Operators should note that, although the referenced Lockheed service bulletin specifies that the spare power drive units and the lower drive sprocket assemblies of the galley lift system are not affected by this modification, this proposed AD would require such spares of the galley lift system to be modified in accordance with this AD prior to installation onto the galley lift system.

#### Cost Impact

There are approximately 148 airplanes of the affected design in the worldwide fleet. The FAA estimates that 77 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 16 work hours per airplane to accomplish the proposed modification, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$1,797 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$212,289, or \$2,757 per airplane.

The cost impact figure discussed above is 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.

#### 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 proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 is contained 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 the following new airworthiness directive:

**Lockheed:** Docket 98–NM–241–AD.

**Applicability:** Model L–1011–385–1, L–1011–385–1–14, and L–1011–385–1–15 series airplanes, equipped with lower deck galleys; 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 (c) 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 fatigue cracking of the primary and secondary drive shafts, which could result in complete fracturing of the secondary shaft, and consequent dropping of the galley lift to the bottom of the shaft and possible injury to crewmembers, accomplish the following:

(a) Within 18 months after the effective date of this AD, modify the power drive units and the lower drive sprocket assemblies of the galley lift system in accordance with Lockheed Service Bulletin 093–25–294, Revision 2, dated April 13, 1981.

**Note 2:** The Lockheed service bulletin references Lear Siegler, Inc., Service Bulletins 21192–25–08, Revision 1, dated October 19, 1979; 21192–25–09, dated August 17, 1979; and 65806–25–03, dated

June 9, 1979; as additional sources of service information for modification of the power drive units and the lower drive sprocket assemblies.

(b) As of the effective date of this AD, no person shall install on any airplane a power drive unit of the galley lift system having Lockheed part number (P/N) 671980–191 (Lear Siegler P/N 21192–004) or a lower drive sprocket assembly having Lockheed P/N 671980–171 (Lear Siegler P/N 65806–313) unless it has been modified in accordance with this AD.

(c) 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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

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

(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.

Issued in Renton, Washington, on October 21, 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. 98–NM–07–AD]

RIN 2120–AA64

#### Airworthiness Directives; Airbus Model A319, A320, and A321 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Supplemental notice of proposed rulemaking; reopening of comment period.

**SUMMARY:** This document revises an earlier proposed airworthiness directive (AD), applicable to certain Airbus Model A319, A320, and A321 series airplanes, that would have required modification of the airplane wiring to separate the electrical inputs sent by the engine interface units (EIU) to certain probe heat computers (PHC). That proposal was prompted by the issuance of mandatory continuing airworthiness information by a foreign civil