

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.*

[FR Doc. 98–28667 Filed 10–26–98; 8:45 am]

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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

airworthiness authority. This new action revises the proposed rule by changing the procedure for testing the modified wiring of the EIU's and PHC's for certain airplanes. The actions specified by this new proposed AD are intended to prevent simultaneous loss of heating to pitot probes 1 and 3, which could result in incorrect airspeed indications to both the pilot's and first officer's airspeed indication systems. Malfunction of these systems could result in reduced controllability of the airplane.

**DATES:** Comments must be received by November 23, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-07-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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**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:**

##### **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-07-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-07-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### **Discussion**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain Airbus Model A319, A320, and A321 series airplanes, was published as a notice of proposed rulemaking (NPRM) in the **Federal Register** on February 23, 1998 (63 FR 8886). That NPRM 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 NPRM was prompted by the issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The existing PHC's 1 and 3 receive the same discrete information from EIU's 1 and 2 to automatically control the pitot probe heating. Isolation defects caused by internal corrosion of a PHC, if not corrected, could result in simultaneous loss of heating to pitot probes 1 and 3, which could result in incorrect airspeed indications to both the pilot's and first officer's airspeed indication systems. Malfunction of these systems could result in reduced controllability of the airplane.

##### **Actions Since Issuance of Previous Proposal**

Due consideration has been given to the comments received in response to the NPRM.

##### **Request to Reference Revised Service Information**

One commenter (the manufacturer) requests that the FAA revise the proposed AD to reference Revision 02 of Airbus Service Bulletin A320-30-1036, dated February 4, 1998, instead of the original issue of that service bulletin, dated May 9, 1997 (which was referenced as the appropriate source of

service information in the original NPRM). The commenter states that its analysis shows that the test specified in the original issue of the service bulletin is not adequate for airplanes equipped with engines manufactured by International Aero Engines AG (IAE). However, Revision 02 of the service bulletin does specify a test procedure that is appropriate for airplanes equipped with IAE engines. Revision 02 also retains the original test procedure for airplanes equipped with engines manufactured by CFM International (CFMI).

The FAA concurs with the commenter's request to reference Revision 02 of the subject service bulletin. Since issuance of the NPRM, the FAA has reviewed Revision 02 of the subject service bulletin. That service bulletin describes procedures similar to those described in the original issue for modification of the airplane wiring to divide electrical inputs sent by the EIU's to PHC's 1 and 3. However, Revision 02 of the service bulletin differs from the original issue of the service bulletin in that Revision 02 specifies a new procedure for testing modified wiring on all Airbus Model A319, A320, and A321 series airplanes equipped with IAE engines.

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, classified Revision 02 of the service bulletin as mandatory for airplanes equipped with IAE engines and issued French airworthiness directives 97-203-102(B)R1 and 98-152-114(B), both dated April 8, 1998, in order to assure the continued airworthiness of Airbus Model A319, A320, and A321 series airplanes in France.

Therefore, the FAA has revised paragraph (a) of the proposed AD to specify the original issue or Revision 02 of the service bulletin as the appropriate source of service information for the modification and testing of wiring on airplanes equipped with CFMI engines, and to specify Revision 02 as the appropriate source of service information for the modification and testing of wiring on airplanes equipped with IAE engines.

##### **Explanation of Applicability**

The original NPRM specified that the proposed AD was applicable to Airbus "Model A319, A320, and A321 series airplanes, on which Airbus Modification 26403 or Airbus Service Bulletin A320-30-1036 has not been accomplished, certificated in any category." As described previously, the procedure for testing the modification that was specified in the original issue

of the service bulletin was not appropriate for all airplanes, and airplanes that were modified in accordance with the original issue of the service bulletin may require retesting. Therefore, the FAA has revised the applicability of this supplemental NPRM to specify, "Model A319, A320, and A321 series airplanes; excluding airplanes on which Airbus Modification 26403 or Airbus Service Bulletin A320-30-1036, Revision 02, dated February 4, 1998, has been accomplished; certificated in any category."

### Conclusion

Because these changes expand the scope of the originally proposed rule, the FAA has determined that it is necessary to reopen the comment period to provide additional opportunity for public comment.

### Cost Impact

The FAA estimates that 150 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 3 work hours per airplane to accomplish the proposed modification (including testing), at an average labor rate of \$60 per work hour. Required parts would be provided by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$27,000, or \$180 per airplane.

Should an operator be required to re-test modified wiring, it would take approximately 1 additional work hour per airplane to accomplish the test, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of any necessary re-test proposed by this AD on U.S. operators is estimated to be \$60 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:

**Airbus Industrie:** Docket 98-NM-07-AD.

**Applicability:** Model A319, A320, and A321 series airplanes; excluding airplanes on which Airbus Modification 26403 or Airbus Service Bulletin A320-30-1036, Revision 02, dated February 4, 1998, has 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 (b) 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 simultaneous loss of heating to pitot probes 1 and 3, which could result in incorrect airspeed indications to both the pilot's and first officer's airspeed indication systems, and reduced controllability of the airplane, accomplish the following:

(a) Within 6 months after the effective date of this AD, modify the airplane wiring to separate the electrical inputs sent by the engine interface units to probe heat computers 1 and 3, and test the modified wiring; in accordance with the service bulletin referenced in paragraph (a)(1) or (a)(2) of this AD, as applicable.

(1) For airplanes equipped with engines manufactured by CFM International (CFMI): Modify and test in accordance with Airbus Service Bulletin A320-30-1036, dated May 9, 1997; or Airbus Service Bulletin A320-30-1036, Revision 02, dated February 4, 1998.

**Note 2:** For airplanes equipped with CFMI engines: Accomplishment of the modification and test in accordance with Airbus Service Bulletin A320-30-1036, Revision 01, dated July 7, 1997, is considered acceptable for compliance with paragraph (a)(1) of this AD.

(2) For airplanes equipped with engines manufactured by International Aero Engines AG (IAE): Modify and test in accordance with Airbus Service Bulletin A320-30-1036, Revision 02, dated February 4, 1998.

**Note 3:** For airplanes equipped with IAE engines: Accomplishment of the modification in accordance with Airbus Service Bulletin A320-30-1036, dated May 9, 1997, or Revision 01, dated July 7, 1997, prior to the effective date of this AD, is considered acceptable for compliance with the modification specified by paragraph (a)(2) of this AD, provided that the modification is tested in accordance with the procedures specified in Airbus Service Bulletin A320-30-1036, Revision 02, dated February 4, 1998.

(b) 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 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.

(c) 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.

**Note 5:** The subject of this AD is addressed in French airworthiness directives 97-203-102(B)R1 and 98-152-114(B), both dated April 8, 1998.

Issued in Renton, Washington, on October 21, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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