

amendment 39-10930, to read as follows:

98-13-12 R1 Boeing: Amendment 39-10930. Docket 98-NM-263-AD. Revises AD 98-13-12, Amendment 39-10600.

Applicability: Model 737, 747, 757, 767, and 777 series airplanes; as listed in the following Boeing alert service bulletins; certificated in any category.

| Alert Service Bulletin | Date |
|-----------------------------|----------------|
| 737-27A1212 | Mar. 26, 1998. |
| 747-27A2368, Revision 2 ... | May 28, 1998. |
| 757-27A0128 | Mar. 26, 1998. |
| 767-27A0156 | Mar. 26, 1998. |
| 777-27A0029, Revision 1 ... | Oct. 1, 1998. |

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 loss of rudder control, jamming of the rudder system, uncommanded movement of the rudder system, and consequent reduced controllability of the airplane, due to loose or missing fasteners that connect the pushrods to the rudder pedal assemblies, accomplish the following:

(a) Within 90 days after July 6, 1998 (the effective date of AD 98-13-12, amendment 39-10600), perform a one-time inspection to detect discrepancies of the fasteners that connect the ends of the pushrods to the rudder pedal assemblies; in accordance with Boeing Alert Service Bulletin 737-27A1212, dated March 26, 1998; 747-27A2368, dated March 26, 1998, Revision 1, dated May 7, 1998, or Revision 2, dated May 28, 1998; 757-27A0128, dated March 26, 1998; 767-27A0156, dated March 26, 1998; or 777-27A0029, Revision 1, dated October 1, 1998; as applicable.

(1) If no discrepancy is detected, no further action is required by this AD.

(2) If any discrepancy is detected, prior to further flight, perform the applicable corrective action in accordance with the applicable alert service bulletin.

Note 2: For Boeing Model 777 series airplanes, inspection and corrective action performed prior to the effective date of this AD in accordance with Boeing Alert Service Bulletin 777-27A0029, dated March 26, 1998, are considered acceptable for compliance with the applicable requirements of paragraph (a) of this AD.

(b) Submit a report of inspection findings (discrepant findings only) to the Manager, Seattle Aircraft Certification Office (ACO),

FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (425) 227-1181; and to the Boeing Commercial Airplane Group, Attention: Manager, Airline Support, P.O. Box 3707, Seattle, Washington 98124-2207; at the applicable time specified in paragraph (b)(1) or (b)(2) of this AD. The report must include a description of any discrepancy found, the airplane serial number, and the total number of landings and flight hours accumulated on the airplane. Discrepant findings include, but are not limited to, loose or missing fasteners, inadequately torqued fasteners, and fasteners incorrectly installed on the pedal assemblies or pushrod bearing surfaces. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(1) For airplanes on which the inspection is accomplished after July 6, 1998: Submit the report within 10 days after performing the inspection required by paragraph (a) of this AD.

(2) For airplanes on which the inspection has been accomplished prior to July 6, 1998: Submit the report within 10 days after the effective date of 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, Seattle ACO. 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle 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.

(e) The actions shall be done in accordance with:

- Boeing Alert Service Bulletin 737-27A1212, dated March 26, 1998;
- Boeing Alert Service Bulletin 757-27A0128, dated March 26, 1998;
- Boeing Alert Service Bulletin 767-27A0156, dated March 26, 1998;
- Boeing Alert Service Bulletin 777-27A0029, Revision 1, dated October 1, 1998;
- Boeing Alert Service Bulletin 747-27A2368, dated March 26, 1998;
- Boeing Alert Service Bulletin 747-27A2368, Revision 1, dated May 7, 1998; or
- Boeing Alert Service Bulletin 747-27A2368, Revision 2, dated May 28, 1998.

(1) The incorporation by reference of Boeing Alert Service Bulletin 747-27A2368, Revision 1, dated May 7, 1998; Boeing Alert Service Bulletin 747-27A2368, Revision 2, dated May 28, 1998; and Boeing Alert Service Bulletin 777-27A0029, Revision 1, dated October 1, 1998, 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 Boeing Alert Service Bulletin 737-27A1212, dated March 26, 1998; Boeing Alert Service Bulletin 757-27A0128, dated March 26, 1998; Boeing Alert Service Bulletin 767-27A0156, dated March 26, 1998; and Boeing Alert Service Bulletin 747-27A2368, dated March 26, 1998; was approved previously by the Director of the Federal Register as of July 6, 1998 (63 FR 33246, June 18, 1998).

(3) 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.

(f) This amendment becomes effective on December 28, 1998.

Issued in Renton, Washington, on November 30, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-32360 Filed 12-9-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-153-AD; Amendment 39-10933; AD 98-25-07]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300-600 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A300-600 series airplanes, that requires repetitive inspections to detect cracks in the angle fitting at frame 40 of the center wing box, and corrective actions, if necessary; and eventual modification of that angle fitting, which terminates 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 cracks in the center wing box angle fitting, which could result in the failure of the center wing box at frame 40, and consequent reduced structural integrity of the airplane.

DATES: Effective January 14, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 14, 1999.

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 A300-600 series airplanes was published as a supplemental notice of proposed rulemaking (NPRM) in the **Federal Register** on October 14, 1998 (63 FR 55063). That action proposed to require repetitive inspections to detect cracks in the angle fitting at frame 40 of the center wing box, and corrective actions, if necessary; and eventual modification of that angle fitting, which would terminate the repetitive inspections.

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.

The commenter supports the proposed rule.

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 as proposed.

Cost Impact

The FAA estimates that 54 Model A300-600 series airplanes of U.S. registry will be affected by this AD.

It will take approximately 36 work hours per airplane to accomplish the required inspection, at an average labor rate of \$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 \$116,640, or \$2,160 per airplane, per inspection cycle.

It will take approximately 754 work hours per airplane to accomplish the required modification, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$11,605 per airplane. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be \$3,069,630, or \$56,845 per airplane.

The cost impact figures discussed above are 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:

98-25-07 Airbus: Amendment 39-10933. Docket 97-NM-153-AD.

Applicability: Model A300-600 series airplanes on which Airbus Modification 10453 has not been installed; 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 (e) 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 cracks in the center wing box angle fitting, which could result in the failure of the center wing box at frame 40, and consequent reduced structural integrity of the airplane, accomplish the following:

(a) Prior to the accumulation of the threshold specified in Table 1 of this AD, as applicable, or within 1,500 flight cycles after the effective date of this AD, whichever occurs later: Perform a detailed visual, eddy current, or liquid penetrant inspection to detect cracking in the angle fitting of frame 40 (both left and right), with the nut removed, in accordance with Airbus Service Bulletin A300-57-6052, Revision 1, dated July 22, 1996. Thereafter, repeat the inspections at the interval specified in Table 1 of this AD, as applicable, until the actions required by paragraph (c) of this AD have been accomplished.

TABLE 1

| Average flight time (AFT): flight hours/flight cycles | Threshold (flight cycles) | Visual inspection interval (flight cycles) | Eddy current/ liquid penetrant inspection interval (flight cycles) |
|---|------------------------------|--|---|
| 2.10–2.49 | 5,900 | 4,700 | 5,300 |
| 2.50–2.99 | 5,600 | 4,400 | 4,900 |
| 3.00–3.49 | 5,200 | 4,100 | 4,600 |
| 3.50–3.99 | 4,800 | 3,800 | 4,200 |
| 4.00–4.49 | 4,400 | 3,500 | 3,900 |
| 4.50–4.99 | 4,000 | 3,200 | 3,500 |
| 5.00–5.49 | 3,600 | 2,800 | 3,200 |
| 5.50–5.99 | 3,200 | 2,500 | 2,800 |
| 6.00–6.50 | 2,800 | 2,200 | 2,500 |

(b) Except as provided by paragraph (d) of this AD, if any crack is found during an inspection required by paragraph (a) of this AD, prior to further flight, accomplish follow-on corrective actions in accordance with the procedures specified in Airbus Service Bulletin A300–57–6052, Revision 1, dated July 22, 1996.

(c) Within 4 years after the effective date of this AD, modify the angle fitting at frame 40 (both left and right) in accordance with Airbus Service Bulletin A300–57–6053, Revision 1, dated October 31, 1995. Accomplishment of the modification constitutes terminating action for the repetitive inspections required by paragraph (a) of this AD.

(d) If any crack is found during an inspection required by paragraph (a) of this

AD, and the applicable service bulletin specifies to contact the manufacturer 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.

(e) 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.

(f) 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.

(g) Except as provided by paragraph (d) of this AD, the actions shall be done in accordance with Airbus Service Bulletin A300–57–6052, Revision 1, dated July 22, 1996; and Airbus Service Bulletin A300–57–6053, Revision 1, dated October 31, 1995, which contains the following list of effective pages:

| Page No. | Revision level shown on page | Date shown on page |
|---|------------------------------------|--------------------|
| 1, 7–9, 11–15, 19–24, 35, 36, 41, 42, 45–47 | 1 | October 31, 1995. |
| 2–6, 10, 16–18, 25–34, 37–40, 43, 44 | Original | February 21, 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 3: The subject of this AD is addressed in French airworthiness directive (CN) 95–111–181(B) R1, dated October 23, 1996.

(h) This amendment becomes effective on January 14, 1999.

Issued in Renton, Washington, on December 2, 1998.

John W. McGraw,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98–32623 Filed 12–9–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–237–AD; Amendment 39–10935; AD 98–25–09]

RIN 2120–AA64

Airworthiness Directives; Bombardier Model DHC–7 and DHC–8 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Bombardier Model DHC–7 and DHC–8 series airplanes, that requires a one-time visual inspection to determine the serial number of the brake shuttle valves of the main landing gear (MLG); and replacement of the filter fittings with new filter fittings, 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 ensure that proper filter fittings are installed. Installation of improper filter fittings could result in failure of the brake shuttle valves, and consequent loss of brake effectiveness, which could reduce controllability of the airplane during taxi, takeoff, and landing roll.

DATES: Effective January 14, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 14, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. This information may be