

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 copy of the final 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, 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 a new airworthiness directive (AD) to read as follows:

98-26-16 Raytheon Aircraft Company:

Amendment 39-10959; Docket No. 97-CE-153-D.

Applicability: The following model and serial number airplanes, certificated in any category:

Model	Serial Numbers
1900	UA-2 and UA-3;
1900C	UB-1 through UB-74, and
	UC-1 through UC-174;
1900C (C-12J).	UD-1 through UD-6;

Model	Serial Numbers
1900D	UE-1 through UE-271.

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 within the next 600 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To help prevent passengers and crew from not being able to open the emergency exit doors during an airplane emergency, which could result in passenger and crew injuries, accomplish the following:

(a) Modify the airplane emergency exit doors by removing and replacing door mechanism pushrods, trimming the existing turnbuckle clevises, and re-rigging the emergency exit doors, in accordance with Part I of the Accomplishment Instructions section in Raytheon Aircraft (Raytheon) Mandatory Service Bulletin (MSB) No. 2740, Revision 1, Issued: April, 1997; Revised: June, 1997.

(b) Install placards on the interior and exterior of the emergency exit doors in accordance with Part II and Part III of the Accomplishment Instructions section in Raytheon MSB No. 2740, Revision 1, Issued: April, 1997; Revised: June, 1997.

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) The modification and installation required by this AD shall be done in accordance with Raytheon Aircraft Mandatory Service Bulletin No. 2740, Revision 1, Issued: April, 1997; Revised: June, 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 the Raytheon Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment becomes effective on February 5, 1999.

Issued in Kansas City, Missouri, on December 15, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-33694 Filed 12-21-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-NM-358-AD; Amendment 39-10952; AD 98-25-51]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A310 and A300-600 Series Airplanes Equipped with Pratt & Whitney JT9D-7R4 or 4000 Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) T98-25-51 that was sent previously to all known U.S. owners and operators of certain Airbus Model A310 and A300-600 airplanes by individual telegrams. This AD requires deactivation of both thrust reversers and a revision of the Airplane Flight Manual (AFM) to ensure that safe and appropriate performance is achieved during certain takeoff conditions. This action 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 inflight deployment of a thrust reverser, which could result in reduced controllability of the airplane.

DATES: Effective December 28, 1998, to all persons except those persons to whom it was made immediately effective by telegraphic AD T98-25-51, issued on December 2, 1998, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of December 28, 1998.

Comments for inclusion in the Rules Docket must be received on or before January 21, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-358-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The applicable service information 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; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Greg Rutar, Airframe/Airworthiness Branch, ANM-115, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1137; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: On December 2, 1998, the FAA issued telegraphic AD T98-25-51, which is applicable to certain Airbus Model A310 and A300-600 series airplanes equipped with Pratt & Whitney JT9D-7R4 or PW4000 series engines.

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that it received a report indicating that the thrust reverser of engine number 1 on an Airbus Model A300-600 series airplane deployed during climb. At the time of the deployment, the engine was at climb power and the indicated air speed was at approximately 240 knots. The corresponding engine was set to idle power automatically. The auto restow function was activated automatically by the aircraft system logic leading to the thrust reverser being stowed away. Investigation revealed that the pressure regulator shut-off valve was defective. However, a defective pressure regulator shut-off valve is not enough to cause deployment of the thrust reverser, unless another failure occurs at the same time. Airbus is continuing further analysis and investigation to determine the cause of the thrust reverser deployment.

Inflight deployment of a thrust reverser, if not prevented, could result in reduced controllability of the airplane.

Explanation of Relevant Service Information

Airbus has issued All Operators Telex (AOT) 78-08, dated November 30, 1998, which describes procedures for deactivation of both thrust reversers. The DGAC classified that AOT as mandatory and issued French airworthiness directive T98-477-273(B), dated November 30, 1998, in order to assure the continued airworthiness of these airplanes in France.

That French airworthiness directive also contains a note recommending certain operational performance penalties be applied as specified in Airbus Flight Operations Telex (FOT) 999.0124/98, dated November 30, 1998, for airplanes on which the thrust reversers are deactivated.

FAA's Conclusions

These airplane models are manufactured in France and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Requirements of the Rule

Since the unsafe condition described is likely to exist or develop on other airplanes of the same type design registered in the United States, the FAA issued telegraphic AD T98-25-51 to prevent inflight deployment of a thrust reverser, which could result in reduced controllability of the airplane. The AD requires deactivation of both thrust reversers, in accordance with the AOT described previously.

Additionally, the AD requires a revision of the FAA-approved airplane flight manual (AFM), in order to ensure that safe and appropriate performance is achieved during certain takeoff conditions for airplanes on which both thrust reversers have been deactivated. This AD requires a revision of the AFM to require performance penalties for those certain takeoff conditions.

Interim Action

The requirements of this AD are considered to be interim action until final action is identified, at which time

the FAA may consider further rulemaking.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual telegrams issued on December 2, 1998, to all known U.S. owners and operators of certain Airbus Model A310 and A300-600 series airplanes equipped with Pratt & Whitney JT9D-7R4 or PW4000 series engines. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective as to all persons.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-NM-358-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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:

98-25-51 Airbus Industrie: Amendment 39-10952. Docket 98-NM-358-AD.

Applicability: Model A310 and A300-600 series airplanes equipped with Pratt & Whitney JT9D-7R4 or PW4000 series engines; 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 inflight deployment of a thrust reverser, which could result in reduced controllability of the airplane; accomplish the following:

(a) Within the next 4 flight cycles after the effective date of this AD, deactivate both thrust reversers in accordance with Airbus All Operators Telex (AOT) 78-08, dated November 30, 1998.

(b) Within the next 4 flight cycles after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following:

The takeoff performance on wet and contaminated runways with thrust reversers deactivated shall be determined in accordance with Airbus Flight Operations Telex (FOT) 999.0124/98, dated November 30, 1998, as follows:

For takeoff on wet runways, use performance data in accordance with paragraph 4.1 of the FOT.

For takeoff on contaminated runways, use performance data in accordance with paragraph 4.2 of the FOT.

[**Note:** This supersedes any relief provided by the Master Minimum Equipment List (M MEL).]

Note 2: The "FCOM" referenced in Airbus Flight Operations Telex (FOT) 999.0124/98, dated November 30, 1998, is Airbus Industrie Flight Crew Operating Manual (FCOM), Revision 27 for Airbus Model A310 series airplanes and Revision 22 for A300-600 series airplanes. [The revision number is indicated on the List of Effective Pages (LEP) of the FCOM.]

(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 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.

(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 deactivation of both thrust reversers shall be done in accordance with

Airbus All Operators Telex (AOT) 78-08, dated November 30, 1998. 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 T98-477-273 (B), dated November 30, 1998.

(f) This amendment becomes effective on December 28, 1998, to all persons except those persons to whom it was made immediately effective by telegraphic AD T98-25-51, issued on December 2, 1998, which contained the requirements of this amendment.

Issued in Renton, Washington, on December 15, 1998.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-33693 Filed 12-21-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-361-AD; Amendment 39-10956; AD 98-25-53]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300 B4-600R and A300 F4-600R Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting airworthiness directive (AD) T98-25-53 that was sent to all known U.S. owners and operators of all Airbus Model A300 B4-600R and A300 F4-600R series airplanes by individual telegrams. This AD requires a one-time visual inspection for damage of the center fuel pumps and fuel pump canisters, and replacement of damaged fuel pumps and fuel pump canisters with new or serviceable parts. This action is prompted by reports of damaged center tank fuel pump canisters and damaged center tank fuel pumps. The actions specified by this AD are intended to detect damage to the fuel pump and fuel pump canister, which could result in loss of flame trap