

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/or wear of the top and bottom shear decks of the left and right stub wings in the area of the forward pintle pin of the main landing gear (MLG), which could result in failure of the MLG to extend or retract, accomplish the following:

(a) Within 90 days after the effective date of this AD, conduct an inspection for corrosion of the top and bottom shear decks of the left and right stub wings in the area of the forward pintle pin of the MLG, and measure the retaining pin holes of the pintle pin for wear; in accordance with Part A. of the Accomplishment Instructions of Short Brothers Service Bulletin SD360-53-42, dated September 1996 (for Model SD3-60 series airplanes), or Short Brothers Service Bulletin SD3-60 SHERPA-53-3, dated November 4, 1997 (for Model SD3-60 SHERPA series airplanes), as applicable.

(1) If no corrosion, wear, or discrepancy of the measurement of the holes for the retaining pin of the pintle pin is found, repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 6 months.

(2) If any corrosion, wear, or measurement of the holes for the retaining pin of the pintle pin is found that is within the limits specified in Part A. of the Accomplishment Instructions of the applicable service bulletin, prior to further flight, repair the discrepancy in accordance with the applicable service bulletin. Thereafter, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 6 months.

(3) If any corrosion, wear, or measurement of the holes for the retaining pin of the pintle pin is found that is beyond the limits specified in Part A. of the Accomplishment Instructions of the applicable service bulletin, prior to further flight, perform the actions required by paragraph (a)(3)(i) and (a)(3)(ii) of this AD.

(i) Remove the corrosion and install bushings on the upper and lower shear webs in the retaining pin holes for the pintle pin in accordance with Part B. (left MLG) and/or Part C. (right MLG), as applicable, of the Accomplishment Instructions of the applicable service bulletin.

(ii) Perform a visual inspection of the pintle pin and the sleeve for any discrepancy, in accordance with Part B. and/or Part C., as applicable, of the Accomplishment Instructions of the applicable service bulletin.

(A) If no discrepancy is detected, the pintle pin and the sleeve of the pintle pin may be returned to service.

(B) If any discrepancy of the pintle pin and sleeve is detected, prior to further flight,

repair the pintle pin and sleeve or replace the pintle pin and sleeve with new or serviceable parts, in accordance with a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, or the Civil Aviation Authority (CAA) (or its delegated agent).

(b) Removal of corrosion and installation of bushings in accordance with Part B. and/or Part C., as applicable, of the Accomplishment Instructions of Short Brothers Service Bulletin SD360-53-42, dated September 1996 (for Model SD3-60 series airplanes), or Short Brothers Service Bulletin SD3-60 SHERPA-53-3, dated November 4, 1997 (for Model SD3-60 SHERPA series airplanes), as applicable, constitutes terminating action for the repetitive inspection requirements of this AD.

(c) For Model SD3-60 series airplanes: Replacement of the pin and circlip with a new pin and nut in accordance with Short Brothers Service Bulletin SD360-32-35, dated September 1996, constitutes terminating action for the repetitive inspection requirements of this AD.

(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 (a)(3)(ii)(B) and (c) of this AD, the actions shall be done in accordance with Short Brothers Service Bulletin SD360-53-42, dated September 1996, and Short Brothers Service Bulletin SD3-60 SHERPA-53-3, dated November 4, 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 Short Brothers, Airworthiness & Engineering Quality, P. O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland. 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 British airworthiness directives 005-09-96 and 005-11-97.

(g) This amendment becomes effective on April 16, 1999.

Issued in Renton, Washington, on March 4, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-5991 Filed 3-11-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-55-AD; Amendment 39-11072; AD 99-06-08]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model DC-10 and MD-11 Series Airplanes, and KC-10 (Military) Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-10 and MD-11 series airplanes, and KC-10 (military) series airplanes, that requires a one-time inspection for blockage of the lubrication holes on the forward trunnion spacer assembly, and a one-time inspection of the forward trunnion bolt on the left and right main landing gear (MLG) to detect discrepancies; and repair, if necessary. This amendment is prompted by reports of blockage by opposing bushings of the lubrication holes on the forward trunnion spacer assembly, and reports of flaking, galling, and corrosion of the forward trunnion bolt. The actions specified by this AD are intended to detect and correct such flaking, galling, and corrosion of the forward trunnion bolt, which could result in premature failure of the forward trunnion bolt and could lead to separation of the MLG from the wing during takeoff and landing.

DATES: Effective April 16, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 16, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). 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 FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ron Atmur, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5224; fax (562) 627-5210.

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 McDonnell Douglas Model DC-10 and MD-11 series airplanes, and KC-10 (military) series airplanes was published in the **Federal Register** on March 27, 1998 (63 FR 14851). That action proposed to require a one-time inspection for blockage of the lubrication holes on the forward trunnion spacer assembly, and a one-time inspection of the forward trunnion bolt on the left and right main landing gear (MLG) to detect discrepancies; and repair, if necessary.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Request To Extend Compliance Time for Initial Inspections

Several commenters request that the proposed compliance time be revised from 18 to 24 months (for Model DC-10 series airplanes) and from 15 to 24 months (for Model MD-11 series airplanes). In support of this request, the commenters state that the time required to accomplish the inspection is actually 18 or more work hours, not 1 work hour, as estimated in the proposed rule. The commenters add that the referenced service bulletins recommend a compliance time of 24 months.

The commenters also note that many of the affected airplanes were inspected for chrome flaking of the trunnion bolt in accordance with two existing AD's, and any corrosion would have been discovered at that time. [The two existing AD's are: AD 96-03-05, amendment 39-9502 (61 FR 5281, February 12, 1996); and AD 96-16-01, amendment 39-9701 (61 FR 39312, July 29, 1996), which affect Model MD-11 series airplanes and DC-10-30, DC-10-

40, and KC-10A (military) airplanes, and Model DC-10-10 and -15 series airplanes, respectively.]

One commenter indicates that in cases where discrepant spacers were found, the airplanes had been in service for five to eight years, and that it is not uncommon to find corrosion on the trunnion bolts during overhaul (after eight years of service). The commenters estimate an eight- to nine-month lead time for replacement parts if discrepant spacers are found during accomplishment of the proposed inspection.

The FAA concurs with the commenter's request to extend the compliance time. Although the FAA determined that a 24-month compliance time would not address the identified unsafe condition in a timely manner, as was described in the preamble to the notice, the FAA has reconsidered its position in light of the commenters' remarks.

The FAA finds that the requirements of AD's 96-16-01 and 96-03-05 are similar to those required in this AD. Therefore, the exposure of corrosion as the result of chrome flaking on the trunnion bolts is much less than if the trunnion bolts had not been inspected. In addition, service history does indicate that discrepant spacers were found on airplanes with five to eight years of service.

In the preamble of the notice, the FAA indicated that it would take less than one work hour to perform the inspections by discounting the time to access the subject inspection area. In many cases during maintenance, operators have access to an inspection area; however, this is not true of the subject inspection area of this AD. The FAA finds that, as suggested by the commenters, it will take approximately 18 work hours to accomplish the required inspections. This work hour estimate is in consonance with that specified in the referenced service bulletin.

In light of these findings, the FAA finds that extending the compliance time by 6 (for Model DC-10 series airplanes) and 9 (for Model MD-11 series airplanes) additional months will not adversely affect safety. Therefore, the FAA has revised paragraphs (a) and (b) of the final rule to specify a compliance time of 24 months. In addition, the FAA has revised the cost impact information, below, to include the updated work hours for the required inspections.

Request To Revise Cost Estimate

Several commenters request that the FAA revise the estimated number of

work hours required to accomplish the proposed actions. The commenters note that only one work hour was specified in the proposed AD; however, access time is estimated to be at least 17 work hours. The commenters indicate that this type of action would not normally be addressed during regularly scheduled maintenance. One commenter estimates that the proposed action would require 50 work hours and 25 elapsed hours. Another commenter estimates a total of 80 work hours.

The FAA concurs with the commenters' request to revise the estimated number of work hours. However, as discussed previously, the FAA finds that it will take approximately 18 work hours, as specified in the referenced service bulletin, to accomplish the required inspections. The final rule has been revised accordingly.

Request To Extend Compliance Time for Certain Airplanes

One commenter requests that the FAA allow a 48-month compliance time for airplanes on which the requirements of AD 96-03-05 have been accomplished. The commenter indicates that, during accomplishment of that AD, any corrosion would have been discovered. In addition, if chrome flaking was discovered, the trunnion bolts would have been replaced with new bolts having the most corrosion resistant properties provided on those parts.

The FAA concurs partially. As discussed previously, the FAA notes that AD 96-03-05 and AD 96-16-01 both address chrome flaking of the trunnion bolt. If corrosion were found and the bolts replaced in accordance with either of these AD's, the lubrication blockage addressed in this AD could have been a cause of that corrosion. Therefore, only specific conditions from AD 96-03-05 and AD 96-16-01 would be applicable and, in some cases, it would be necessary for the operator to have kept records that corrosion was not discovered. Therefore, the FAA has added paragraphs (c), (d), and (e) to this final rule to allow operators that accomplished certain paragraphs of those AD's to accomplish the required one-time visual inspection within 48 months.

Request To Allow Time To Obtain Parts

One commenter requests that if a discrepant spacer assembly is found, the FAA should allow time to obtain a new part instead of requiring repair before further flight. The commenter states that two techniques are being developed by Douglas Products Division (DPD), which

would allow for an inspection of the discrepant spacer without disassembly. In addition, the commenter indicates that an airplane was flown without failure for eight years with a discrepant spacer.

The FAA does not concur with the commenter's request. The blocked lubrication holes do not allow lubrication to reach the trunnion bolt. This condition can accelerate corrosion damage to the bolt, which could lead to the identified unsafe condition. An airplane that was in service for eight years may not have been subjected to loads that could contribute to failure of the bolt. However, another airplane may be in service for an even shorter period of time and yet experience loads that could lead to failure of a corroded bolt. Therefore, the FAA finds that repair of any discrepant spacer assembly prior to further flight is warranted.

Request for Alternate Inspection Procedure

One commenter requests that the FAA allow the use of a newly developed x-ray inspection technique that would allow for an inspection without disassembly of the structure. The commenter indicates that this would reduce operator time and effort without jeopardizing safety.

The FAA does not concur with the commenter's request. The FAA is aware that DPD is attempting to develop alternative inspection procedures. However, since those procedures have not been provided to the FAA, it cannot approve the alternative inspection technique at this time.

Request To Allow Replacement of Spacers With Reworked Spacers

One commenter requests that the FAA allow discrepant spacers to be reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual. The commenter contends that allowing rework of the spacers to an acceptable condition would reduce the economic impact on the fleet. The FAA concurs. The FAA has revised paragraphs (a)(2), (a)(3)(i), (a)(3)(ii), (b)(2), (b)(3)(i), and (b)(3)(ii) of the final rule to allow replacement of any discrepant forward trunnion spacer assembly with a part that has been reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes

previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

There are approximately 522 airplanes of the affected design in the worldwide fleet. The FAA estimates that 326 airplanes of U.S. registry will be affected by this AD, that it will take approximately 18 work hours per airplane to accomplish the required inspection, 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 \$352,080, or \$1,080 per airplane.

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:

99-06-08 McDonnell Douglas: Amendment 39-11072. Docket 98-NM-55-AD.

Applicability: Model DC-10 and MD-11 series airplanes, and KC-10 (military) series airplanes; as listed in McDonnell Douglas Service Bulletin DC10-32-248, dated December 17, 1997, and in McDonnell Douglas Service Bulletin MD11-32-074, dated December 15, 1997; 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 (f) 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 flaking, galling, and corrosion of the forward trunnion bolt as a result of installation of a suspected unapproved part (SUP), and consequent premature failure of the forward trunnion bolt and separation of the main landing gear (MLG) from the wing during takeoff and landing, accomplish the following:

(a) For airplanes listed in McDonnell Douglas Service Bulletin MD11-32-074, dated December 15, 1997: Except as provided by paragraphs (c) and (d) of this AD, within 24 months after the effective date of this AD, perform a one-time visual inspection of the lubrication holes on the forward trunnion spacer assembly on the MLG for blockage by opposing bushings, and perform a one-time visual inspection of the forward trunnion bolt on the left and right MLG for chrome flaking, galling, and corrosion in the grooves; in accordance with the service bulletin.

(1) Condition 1. If the lubrication holes on the forward trunnion spacer assembly are not blocked by opposing bushings, and the forward trunnion bolt does not reveal chrome flaking or galling, and exhibits no corrosion in the grooves, no further work is required by this AD.

(2) Condition 2. If the lubrication holes on the forward trunnion spacer assembly are blocked by opposing bushings, and the forward trunnion bolt does not reveal chrome

flaking or galling, and exhibits no corrosion in the grooves: Prior to further flight, replace the forward trunnion spacer assembly with a new part in accordance with the service bulletin, or with a part that has been reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual.

(3) Condition 3. If the lubrication holes on the forward trunnion spacer assembly are blocked by opposing bushings, and the forward trunnion bolt reveals chrome flaking, galling, or corrosion in the grooves, accomplish either paragraph (a)(3)(i) or (a)(3)(ii) of this AD:

(i) Option 1. Prior to further flight, replace the forward trunnion spacer assembly with a new part in accordance with the service bulletin, or with a part that has been reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual; and replace the forward trunnion bolt with a new part in accordance with the service bulletin. Or

(ii) Option 2. Prior to further flight, replace the forward trunnion spacer assembly with a new part in accordance with the service bulletin, or with a part that has been reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual; and rework the forward trunnion bolt in accordance with the service bulletin.

(b) For airplanes listed in McDonnell Douglas Service Bulletin DC10-32-248, dated December 17, 1997: Except as provided by paragraph (e) of this AD, within 24 months after the effective date of this AD, perform a one-time visual inspection of the lubrication holes on the forward trunnion spacer assembly on the MLG for blockage by opposing bushings, and perform a one-time visual inspection of the forward trunnion bolt on the left and right MLG for chrome flaking, galling, and corrosion in the grooves; in accordance with the service bulletin.

(1) Condition 1. If the lubrication holes on the forward trunnion spacer assembly are not blocked by opposing bushings, and the forward trunnion bolt does not reveal chrome flaking, or galling, and exhibits no corrosion in the grooves, no further work is required by this AD.

(2) Condition 2. If the lubrication holes on the forward trunnion spacer assembly are blocked by opposing bushings, and the forward trunnion bolt does not reveal chrome flaking or galling, and exhibits no corrosion in the grooves: Prior to further flight, replace the forward trunnion spacer assembly with a new part in accordance with the service bulletin, or with a part that has been reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual.

(3) Condition 3. If the lubrication holes on the forward trunnion spacer assembly are blocked by opposing bushings, and the forward trunnion bolt reveals chrome flaking, galling, or corrosion in the grooves, accomplish either paragraph (b)(3)(i) or (b)(3)(ii) of this AD:

(i) Option 1. Prior to further flight, replace the forward trunnion spacer assembly with a new part in accordance with the service bulletin, or with a part that has been

reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual; and replace the forward trunnion bolt with a new part in accordance with the service bulletin. Or

(ii) Option 2. Prior to further flight, replace the forward trunnion spacer assembly with a new part in accordance with the service bulletin, or with a part that has been reworked in accordance with Chapter 32-10-01 of Douglas Aircraft Company Component Maintenance Manual; and rework the forward trunnion bolt in accordance with the service bulletin.

(c) For Model MD-11 series airplanes on which the requirements specified in either paragraph (a)(2) or (b) of AD 96-03-05, amendment 39-9502, have been accomplished: Within 48 months after the effective date of this AD, accomplish the requirements specified in paragraph (a) of this AD.

(d) For Model DC-10-30, DC-10-40, and KC-10A (military) series airplanes on which the requirements specified in either paragraph (c)(1)(i) or (c)(2)(ii) of AD 96-03-05, amendment 39-9502, have been accomplished: Within 48 months after the effective date of this AD, accomplish the requirements specified in paragraph (a) of this AD.

(e) For Model DC-10-10 and DC-10-15 series airplanes, on which the requirements specified in paragraph (a)(1)(i), (a)(2)(ii), (b)(2)(i), or (b)(2)(ii) of AD 96-16-01, amendment 39-9701, have been accomplished: Within 48 months after the effective date of this AD, accomplish the requirements specified in paragraph (a) of this AD.

(f) 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, Los Angeles Aircraft Certification Office (ACO), 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, Los Angeles ACO.

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

(g) 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.

(h) The inspections and replacements shall be done in accordance with McDonnell Douglas Service Bulletin MD11-32-074, dated December 15, 1997; or McDonnell Douglas Service Bulletin DC10-32-248, dated December 17, 1997; as applicable. 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 Boeing Company, Douglas Products Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate,

1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on April 16, 1999.

Issued in Renton, Washington, on March 4, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-5990 Filed 3-11-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-105-AD; Amendment 39-11073; AD 99-06-09]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A320 series airplanes, that requires an electrical continuity test of the discharge circuit for the cargo compartment fire extinguisher bottle to detect any cross-connection of the electrical wires in the cargo compartment discharge circuit, and corrective actions, 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 prevent incorrect distribution of fire extinguishing chemicals in the event of a fire in the cargo compartment, which, if unconfined, could spread beyond the cargo compartment.

DATES: Effective April 16, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 16, 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