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:

98–13–33 Airbus Industrie: Amendment 39–10624. Docket 97–NM–257–AD.

Applicability: All Model A300, A300–600, and A310 series airplanes, 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 (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 desynchronization of the rudder servo actuators, which could result in reduced structural integrity of the rudder attachments and reduced controllability of the airplane, accomplish the following:

(a) Prior to accumulation of 1,300 total flight hours, or within 500 flight hours after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 1,300 flight hours: Perform a test to detect desynchronization of the rudder servo actuators in accordance with Airbus Service Bulletin A300–27–0188, Revision 2, dated October 1, 1997 (for Model A300 series airplanes); A300–27–6036, Revision 2, dated October 1, 1997 (for Model A300–600 series airplanes); or A310–27–2082, Revision 2, dated October 1, 1997 (for Model A310 series airplanes); as applicable. If any desynchronization (rudder movement) is detected, prior to further flight, either adjust or replace, as applicable, the spring rod of the affected rudder servo actuator in accordance with the applicable service bulletin.

Note 2: A test to detect desynchronization of the rudder servo actuators, if accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A300–27–0188, dated October 24, 1996, or Revision 1, dated November 5, 1996 (for Model A300 series airplanes); A300–27–6036, dated October 24, 1996, or Revision 1, dated November 5, 1996 (for Model A300–600 series airplanes); or A310–27–2082, dated October 24, 1996, or Revision 1, dated November 5, 1996 (for Model A310 series airplanes); is considered acceptable for compliance with the initial test required by paragraph (a) of this AD.

(b) Except as provided by paragraph (c) of this AD, if any desynchronization (rudder movement) greater than the limit specified in Paragraph B of the Accomplishment Instructions of the applicable service bulletin is detected during any test required by paragraph (a), prior to further flight, accomplish either paragraph (b)(1) or (b)(2) of this AD, in accordance with Airbus Service Bulletin A300–55–0044, dated October 22, 1996 (for Model A300 series airplanes); A300–55–6023, dated October 22, 1996 (for Model A300–600 series airplanes); or A310–55–2026, dated October 22, 1996 (for Model A310 series airplanes); as applicable.

(1) Conduct a visual inspection, high frequency eddy current inspection, or ultrasonic inspection, as applicable, to detect cracking of the rudder attachments; and repeat the inspection thereafter, as applicable, at the intervals specified in the applicable service bulletin. Or

(2) Modify the rudder attachments to cold expand the rivet holes.

(c) If any crack is found during any inspection or modification required by paragraph (b) of this AD, and the applicable service bulletin specifies to contact Airbus for an appropriate action: Prior to further flight, repair the affected structure in accordance with a method approved by the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate, or in accordance with a method approved by the Direction Generale de l'Aviation Civile (DGAC), which is the airworthiness authority for France.

(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 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.

(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 in paragraph (c) of this AD, the repetitive inspections and repair shall be done in accordance with Airbus Service Bulletin A300–55–0044, dated October 22, 1996; Airbus Service Bulletin A300–55–6023, dated October 22, 1996; or Airbus Service Bulletin A310–55–2026, dated October 22, 1996, as applicable. Testing for desynchronization shall be done in accordance with Airbus Service Bulletin A300–27–0188, Revision 2, dated October 1, 1997; Airbus Service Bulletin A300–27–6036, Revision 2, dated October 1, 1997; or Airbus Service Bulletin A310–27–2082, Revision 2, dated October 1, 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 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 96–242–208(B) R2, dated November 19, 1997.

(g) This amendment becomes effective on July 30, 1998.

Issued in Renton, Washington, on June 16, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–16491 Filed 6–24–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–329–AD; Amendment 39–10623; AD 98–13–32]

RIN 2120–AA64

Airworthiness Directives; Fokker Model F.28 Mark 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F.28 Mark 0100 series airplanes, that requires interim inspections to detect discrepancies of the main fitting subassembly of the main landing gear, and follow-on corrective actions, if necessary. This amendment also requires a one-time inspection to detect discrepancies of the fitting, repair of the fitting, if necessary, and application of new surface protection on the fitting, which would terminate the interim 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 cracking of the main fitting subassembly of the main landing gear, which could result in collapse of the main landing gear.

DATES: Effective July 30, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 30, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands; or from Messier-Dowty Ltd., Cage: K0654, Cheltenham Road, Gloucester, GL2 9QH, England. 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 Fokker Model F.28 Mark 0100 series airplanes was published in the **Federal Register** on April 2, 1998 (63 FR 16165). That action proposed to require interim inspections to detect discrepancies of the main fitting subassembly of the main landing gear, and follow-on corrective actions, if necessary. That action also proposed to require a one-time inspection to detect discrepancies of the fitting, repair of the fitting, if necessary, and application of new surface protection on the fitting. Accomplishment of these actions would terminate the interim 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.

Request to Cite Earlier Revision of Service Information

One commenter requests that provisions be added to allow accomplishment of inspection and rework required by paragraph (b) of the proposed AD in accordance with Revision 1 of Messier-Dowty Service Bulletin F100–32–86 in addition to Revision 2, as proposed in the NPRM. The FAA concurs. Since Revision 2 of the service bulletin contains no substantive differences from Revision 1, the FAA has determined that the actions required by paragraph (b) of this AD may be accomplished in accordance with Messier-Dowty Service Bulletin F100–32–86, including Appendix A and Appendix B; all Revision 1, all dated November 1, 1996. A ''NOTE'' has been added to the final rule to give credit to operators who may have previously accomplished the required actions in accordance with the earlier revision of the service bulletin.

Explanation of Changes Made to Proposal

In the proposal, the FAA inadvertently omitted references to Appendices A and B, both Revision 1, both dated November 1, 1996, of Messier-Dowty Service Bulletin F100–32–86, Revision 2, dated July 3, 1997. Therefore, the FAA has revised the final rule accordingly.

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 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

The FAA estimates that 127 airplanes of U.S. registry will be affected by this AD.

It will take approximately 2 work hours per airplane to accomplish the required interim inspections. Based on an average labor rate of $60 per work hour, the cost impact of the required interim inspections on U.S. operators is estimated to be $15,240, or $120 per airplane, per inspection cycle.

It will take approximately 14 work hours per airplane to accomplish the required terminating actions. Based on an average labor rate of $60 per work hour the cost impact of the required terminating actions on U.S. operators is estimated to be $106,680, or $840 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:

98–13–32 Fokker: Amendment 39–10623. Docket 97–NM–329–AD.

Applicability: Model F.28 Mark 0100 series airplanes, equipped with Messier-Dowty main landing gear units having the part numbers and serial numbers specified in Messier-Dowty Service Bulletin F100–32–86, Revision 2, dated July 3, 1997, including Appendix A, Revision 1, dated November 1, 1996, and Appendix B, Revision 1, dated November 1, 1996; 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 cracking of the main fitting subassembly of the main landing gear, which could result in collapse of the main landing gear, accomplish the following:

(a) Within 60 days after the effective date of this AD, perform a visual and an eddy current inspection to detect discrepancies (paint damage, corrosion or cracking) of the main fitting subassembly of the main landing gear, in accordance with Appendix B, Revision 1, dated November 1, 1996, of Messier-Dowty Service Bulletin F100–32–86, Revision 2, dated July 3, 1997.

(1) If no discrepancy is detected, or if any discrepancy is detected that is within the limits specified in Appendix B of the service bulletin: Repeat the inspections required by paragraph (a) of this AD thereafter at intervals not to exceed 60 days.

(2) If any discrepancy is detected that is outside the limits specified in Appendix B of the service bulletin: Prior to further flight, accomplish the requirements of paragraph (b) of this AD.

(b) Within 6 months after the effective date of this AD, perform a one-time eddy current inspection and a one-time visual inspection to detect discrepancies (paint damage, corrosion, or cracking) of the main fitting subassembly of the main landing gear, in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin F100–32–86, Revision 2, dated July 3, 1997, including Appendix A, Revision 1, dated November 1, 1996, and Appendix B, Revision 1, dated November 1, 1996. Accomplishment of the actions required by this paragraph constitutes terminating action for the requirements of this AD.

(1) If no discrepancy is detected, prior to further flight, apply a protective treatment to the main fittings in accordance with the service bulletin.

(2) If any discrepancy is detected that can be repaired within the limits specified in the service bulletin, prior to further flight, repair the discrepancy, and apply a protective treatment to the main fittings, in accordance with the service bulletin.

(3) If any discrepancy is detected that cannot be repaired within the limits specified in the service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate.

Note 2: Accomplishment of the terminating actions required by paragraph (b) of this AD in accordance with Messier-Dowty Service Bulletin F100–32–86, including Appendix A and Appendix B; all Revision 1, all dated November 1, 1996; prior to the effective date of this AD, is acceptable for compliance with the requirements of this paragraph.

(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. 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) Except as provided by paragraph (b)(3) of this AD, the actions shall be done in accordance with Messier-Dowty Service Bulletin F100–32–86, Revision 2, dated July 3, 1997, including Appendix A, Revision 1, dated November 1, 1996, and Appendix B, Revision 1, dated November 1, 1996, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 5, 6	2	July 3, 1997.
2–4, 7–17	1	November 1, 1996.
Appendix A		
1–3	1	November 1, 1996.
Appendix B		
1–5	1	November 1, 1996.

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 Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands; or from Messier-Dowty Ltd., Cage: K0654, Cheltenham Road, Gloucester, GL2 9QH, England. 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 Dutch airworthiness directive 1996–133/2(A), dated January 31, 1997.

(f) This amendment becomes effective on July 30, 1998.

Issued in Renton, Washington, on June 16, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–16498 Filed 6–24–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–145–AD; Amendment 39–10622; AD 98–13–31]

RIN 2120–AA64

Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Saab Model SAAB 2000 series airplanes, that requires repetitive visual inspections to detect discrepancies of the bushing installation of the aileron actuation fitting, and eventual installation of staked bushings in the fitting. Accomplishment of such installation terminates the repetitive inspections. This amendment also provides for an optional temporary preventive action, which, if accomplished, would allow the repetitive inspection intervals to be extended until the terminating action is accomplished. 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 failure of the fitting lugs due to vibration caused by loose bushings in the fittings, and consequent reduced controllability of the airplane.

DATES: Effective July 30, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 30, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from SAAB Aircraft AB, SAAB Aircraft Product Support, S–581.88, Linköping, Sweden. 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