

flight, perform rework or install new components, as applicable, in accordance with the service bulletin.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 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.

(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) The actions shall be done in accordance with Saab Service Bulletin 2000-35-001, dated February 20, 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 Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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 Swedish airworthiness directive (SAD) 1-091, dated February 20, 1996.

(e) This amendment becomes effective on July 2, 1998.

Issued in Renton, Washington, on May 18, 1998.

**John J. Hickey,**

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

[FR Doc. 98-13822 Filed 5-27-98; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-NM-172-AD; Amendment 39-10544; AD 98-11-19]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A310 and 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

A310 and A300-600 series airplanes, that requires a visual inspection to detect cracks in the aft mount beam assembly of the engine; and replacement of any cracked beam with a new beam or beam assembly. This amendment also requires a fluorescent penetrant inspection to detect cracks in the aft mount beam assembly of the engine, and various follow-on actions. This amendment is prompted by reports indicating that, apparently due to manufacturing defects during the forging process, cracking was found in two engine aft mount beams. The actions specified by this AD are intended to detect and correct such cracking, which could result in reduced structural integrity of the aft mount beam assembly of the engine.

**DATES:** Effective July 2, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 2, 1998.

**ADDRESSES:** The service information referenced in this AD may be obtained from Pratt & Whitney, 400 Main Street, East Hartford, Connecticut 06108. 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 A310 and A300-600 series airplanes was published in the **Federal Register** on April 1, 1997 (62 FR 15439). That action proposed to require a visual inspection to detect cracks in the aft mount beam assembly of the engine; and replacement of any cracked beam with a new beam or beam assembly. That action also proposed to require a fluorescent penetrant inspection to detect cracks in the aft mount beam assembly of the engine, and various follow-on actions.

#### Comments

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

One commenter supports the proposed rule.

One commenter requests that the proposed AD be revised to cite accomplishment of Pratt & Whitney Service Bulletin PW4MD11 A71-102, Revision 3, dated August 30, 1995, as an equivalent alternative to accomplishment of Pratt & Whitney Alert Service Bulletins PW4NAC A71-149, Revision 1, dated August 30, 1995, and PW7R4 A71-129, Revision 1, dated August 30, 1995, as referenced in the proposed AD.

The FAA concurs with the commenter's request to cite accomplishment of Pratt & Whitney Service Bulletin PW4MD11 A71-102, Revision 3, dated August 30, 1995, as an equivalent alternative to accomplishment of Pratt & Whitney Alert Service Bulletins PW4NAC A71-149, Revision 1, dated August 30, 1995 or PW7R4 A71-129, Revision 1, dated August 30, 1995. Pratt & Whitney Alert Service Bulletins PW4NAC A71-149, Revision 1, dated August 30, 1995, and PW7R4 A71-129, Revision 1, dated August 30, 1995, contain a Note that states: "Service Bulletins PW4NAC A71-149 (PW4000/AI), PW7R4 A71-129 (JT9D-7R4/AI), and PW4MD11 A71-102 (PW4000/DAC) have been issued to cover all aircraft. Accomplishment of any one of these Service Bulletins satisfies the same intent of the other two." The FAA has revised this final rule to reflect this change by adding a new Note to the AD.

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

#### Cost Impact

The FAA estimates that 8 Airbus Model A310 and A300-600 series airplanes of U.S. registry will be affected by this AD.

It will take approximately 2 work hours per airplane to accomplish the required visual inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the visual inspection required by this AD on U.S. operators is estimated to be \$960, or \$120 per airplane.

It will take approximately 34 work hours per airplane to accomplish the required fluorescent penetrant inspection, at an average labor rate of

\$60 per work hour. Based on these figures, the cost impact of the fluorescent penetrant inspection required by this AD on U.S. operators is estimated to be \$16,320, or \$2,040 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:

**98-11-19 Airbus Industrie:** Amendment 39-10544. Docket 96-NM-172-AD.

**Applicability:** Model A310 and A300-600 series airplanes, equipped with Pratt & Whitney Model JT9D-7R4D1, JT9D-7R4E1, JT9D-7R4H1, PW4151, PW4156A, or PW4158 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 detect and correct cracking in the aft mount beam assembly of the engine, which could result in reduced structural integrity of the aft mount beam assembly, accomplish the following:

(a) Within 500 flight hours after the effective date of this AD, perform a visual inspection to detect cracks in the aft mount beam assembly of the engine, in accordance with Part 1 of the Accomplishment Instructions of Pratt & Whitney Alert Service Bulletin PW7R4 A71-129, Revision 1, dated August 30, 1995, or Pratt & Whitney Alert Service Bulletin PW4NAC A71-149, Revision 1, dated August 30, 1995; as applicable.

(1) If no crack is detected, no further action is required by this paragraph.

(2) If any crack is detected, prior to further flight, replace the cracked beam with a new beam or beam assembly, in accordance with the applicable service bulletin.

(b) Within 4,000 flight cycles after the effective date of this AD, perform a fluorescent penetrant inspection to detect cracks in the aft mount beam assembly of the engine, in accordance with Part 2 of the Accomplishment Instructions of Pratt & Whitney Alert Service Bulletin PW7R4 A71-129, Revision 1, dated August 30, 1995, or Pratt & Whitney Alert Service Bulletin PW4NAC A71-149, Revision 1, dated August 30, 1995; as applicable.

(1) If no crack is detected, prior to further flight, perform an eddy current inspection to detect cracks in the aft mount beam assembly of the engine, in accordance with the applicable service bulletin.

(i) If no crack is detected, prior to further flight, reidentify the beam in accordance with the applicable service bulletin.

(ii) If any crack is detected, prior to further flight, replace the cracked beam with a new beam or beam assembly, in accordance with the applicable service bulletin.

(2) If any crack is detected, prior to further flight, replace the cracked beam with a new beam or beam assembly, in accordance with the applicable service bulletin.

**Note 2:** Accomplishment of the actions required by paragraphs (a) and (b) of this AD in accordance with Pratt & Whitney Service Bulletin PW4MD11 A71-102, Revision 3, dated August 30, 1995, is considered to be acceptable for compliance with those paragraphs.

(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 §§ 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 the following Pratt & Whitney Alert Service Bulletins, which contain the following list of effective pages:

Service bulletin referenced and date	Page number shown on page	Revision level shown on page	Date shown on page
PW7R4 A71-129, Revision 1, August 30, 1995.	1, 4, 12, 17-21, 23, 25-32 .....	1 .....	August 30, 1995.
PW4NAC A71-149, Revision 1, August 30, 1995.	2, 3, 5-11, 13-16, 22, 24 .....	Original .....	May 30, 1995.
	1, 2, 4, 12, 17-21 25-32 .....	1 .....	August 30, 1995.
	3, 5-11, 13-16 22-24 .....	Original .....	May 30, 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 Pratt & Whitney, 400 Main Street, East Hartford, Connecticut 06108. 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 96-020-195(B), dated January 31, 1996.

(f) This amendment becomes effective on July 2, 1998.

Issued in Renton, Washington, on May 18, 1998.

**John J. Hickey,**

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

[FR Doc. 98-13821 Filed 5-27-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-CE-121-AD; Amendment 39-10541; AD 98-11-16]

RIN 2120-AA64

#### Airworthiness Directives; Dornier Luftfahrt GmbH Models 228-100, 228-101, 228-200, 228-201, 228-202, and 228-212 Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Dornier Luftfahrt GmbH (Dornier) Models 228-100, 228-101, 228-200, 228-201, 228-202, and 228-212 airplanes. This AD requires modifying the logic in the failure detection circuits of the landing gear uplock switches. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by this AD are intended to prevent a false warning indication of landing gear failure because of the design of the landing gear warning system, which could result in incorrect actions from the pilot based on the warning indications.

**DATES:** Effective July 11, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 11, 1998.

**ADDRESSES:** Service information that applies to this AD may be obtained from

Daimler-Benz Aerospace, Dornier, Product Support, P.O. Box 1103, D-82230 Wessling, Federal Republic of Germany; telephone: (08153) 300; facsimile: (08153) 302985. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-121-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Mr. Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

#### SUPPLEMENTARY INFORMATION:

#### Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Dornier Models 228-100, 228-101, 228-200, 228-201, 228-202, and 228-212 airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on March 26, 1998 (63 FR 14658). The NPRM proposed to require modifying the logic in the failure detection circuits of the landing gear uplock switches. Accomplishment of the proposed action as specified in the NPRM would be in accordance with Dornier Service Bulletin No. SB-228-215, Revision No. 1, dated January 31, 1995.

The NPRM was the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

#### The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

#### Cost Impact

The FAA estimates that 26 airplanes in the U.S. registry will be affected by

this AD, that it will take approximately 32 workhours per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$49,920, or \$1,920 per airplane.

#### 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:

#### 98-11-16 Dornier Luftfahrt GMBH:

Amendment 39-10541; Docket No. 97-CE-121-AD.

**Applicability:** Models 228-100, 228-101, 228-200, 228-201, 228-202, and 228-212