

Revision 01, dated March 31, 1995; and Model CL-600-2A12 series airplanes, as listed in Bombardier Canadair Challenger Alert Service Bulletin A601-0441, Revision 01, dated March 31, 1995; 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 electrical arcing between the internal wiring and casing of the anti-noise filter on the standby and auxiliary power unit (APU) fuel pump assemblies, and consequent increased risk of fuel tank explosion or fire, accomplish the following:

(a) Within 100 flight hours after the effective date of this AD, replace the anti-noise filter on the standby and auxiliary power unit (APU) fuel pump assemblies with a new filter, in accordance with Part B of Bombardier Canadair Challenger Alert Service Bulletin A600-0644, Revision 01, dated March 31, 1995 (for Model CL-600-1A11 series airplanes), or Bombardier Canadair Challenger Alert Service Bulletin A601-0441, Revision 01, dated March 31, 1995 (for Model CL-600-2A12 series airplanes); as applicable.

(b) As of the effective date of this AD, no person shall install on any airplane a fuel pump having part number (P/N) 600-62966-25 or 600-62966-27 with an anti-noise filter having P/N 160-151501 (prior to revision H stamped on the part) installed.

(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, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

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

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The replacement shall be done in accordance with Bombardier Canadair Challenger Alert Service Bulletin A600-0644, Revision 01, dated March 31, 1995; Bombardier Canadair Challenger Alert

Service Bulletin A601-0441, Revision 01, dated March 31, 1995; 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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station A, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; 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 Canadian airworthiness directive CF-97-02, dated February 25, 1997.

(f) This amendment becomes effective on March 6, 1998.

Issued in Renton, Washington, on January 21, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-1973 Filed 1-29-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-301-AD; Amendment 39-10296; AD 98-03-04]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A330 and A340 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A330 and A340 series airplanes. This action requires revising the Airplane Flight Manual (AFM) to prohibit use of the autobrake during landing on contaminated runways. This action also requires replacement of the brake and steering control unit (BSCU) with a new BSCU, which eliminates the need for the AFM revision. For certain airplanes, this action also requires installation of new brakes. This amendment is prompted by the issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent insufficient braking capability, which could increase the potential for landing overrun.

DATES: Effective February 17, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 17, 1998.

Comments for inclusion in the Rules Docket must be received on or before March 2, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 97-NM-301-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

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 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:

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: The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on certain Airbus Model A330 and A340 series airplanes. The DGAC advises that some operators reported braking discrepancies at low taxi speed. Investigation has revealed anomalies in the standard of software associated with the brake and steering control unit (BSCU), which could result in insufficient braking capability. This condition, if not corrected, could increase the potential for landing overrun.

Explanation of Relevant Service Information

Airbus has released A330 Flight Manual Temporary Revision 4.03.00/05, dated July 12, 1996, and A340 Flight Manual Temporary Revision 4.03.00/13, dated July 12, 1996. These temporary revisions describe a revision to the Limitations Section of the Airplane Flight Manual (AFM) to prohibit use of the autobrake during landing on contaminated runways.

Airbus also has issued Service Bulletins A330-32-3062, Revision 2 (for Model A330 series airplanes), and A340-32-4087, Revision 2 (for Model A340 series airplanes), both dated May

27, 1997. These service bulletins describe procedures for installation of an improved S6D standard BSCU, which will improve braking capability.

Additionally, Airbus has issued Service Bulletins A330-32-3061, Revision 1, dated May 6, 1997 (for Model A330 series airplanes), and A340-32-4086, Revision 2, dated June 13, 1997 (for Model A340 series airplanes). These service bulletins, applicable to airplanes equipped with Bendix brakes, describe procedures for installation of improved Bendix brakes, which will reduce susceptibility to braking discrepancies at low taxi speed. For airplanes equipped with Bendix brakes, Airbus Service Bulletin A330-32-3061 must be accomplished prior to or concurrently with the accomplishment of Airbus Service Bulletin A330-32-3062; and Airbus Service Bulletin A330-32-4086 must be accomplished prior to or concurrently with the accomplishment of Airbus Service Bulletin A330-32-4087.

Accomplishment of Airbus Service Bulletin A330-32-3062 or A340-32-4087, as applicable, eliminates the need for the AFM revision. Accomplishment of the actions specified in the service bulletins is intended to adequately address the identified unsafe condition.

The DGAC classified these service bulletins and the temporary revisions as mandatory and issued French airworthiness directives 97-086-046(B)(R1) and 97-142-048(B), both dated July 2, 1997 (for Model A330 series airplanes); and 97-087-056(B), dated March 12, 1997 (for Model A340 series airplanes); in order to assure the continued airworthiness of these airplanes in France.

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 21.19) 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 Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same

type design registered in the United States, this AD requires accomplishment of the actions specified in the service information described previously.

Cost Impact

None of the airplanes affected by this action is on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, estimated costs are provided as follows.

It would require approximately 1 work hour to accomplish the temporary revision of the AFM, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the temporary revision of the AFM required by this AD would be \$60 per airplane.

It would require approximately 3 work hours to install an improved BSCU, at an average labor rate of \$60 per work hour. Required parts would be provided by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the BSCU installation required by this AD would be \$180 per airplane.

For airplanes equipped with Bendix brakes, it would require approximately 8 work hours to install new Bendix brakes, at an average labor rate of \$60 per work hour. Required parts would be provided by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the brake installation required by this AD would be \$480 per airplane.

Determination of Rule's Effective Date

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, prior notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and 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 97-NM-301-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.

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:

98-03-04 Airbus Industrie: Amendment 39-10296. Docket 97-NM-301-AD.

Applicability: Model A330 and A340 series airplanes on which Airbus Modification 45006 has not been installed, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent insufficient braking capability, which could increase the potential for landing overrun, accomplish the following:

(a) Within 30 days after the effective date of this AD, revise the Limitations Section of

the FAA-approved Airplane Flight Manual (AFM) in accordance with paragraph (a)(1) or (a)(2) of this AD, as applicable. This action may be accomplished by inserting a copy of this AD into the applicable AFM.

(1) For Model A330 series airplanes: Revise the AFM to include the following:

“AUTOBRAKE

Do not use the autobrake on contaminated runway (runway covered with more than 3 millimeters of water or slush or snow or ice) and on suspected slippery runway (for example, runway having heavy rubber traces).

On contaminated runway or on suspected slippery runway:

—Apply manual braking only after the nose landing gear is on ground.

—Increase the landing distance by 4% (1% on icy runway).”

Note 2: This AFM revision also may be accomplished by inserting into the Limitations Section of the AFM a copy of Airbus A330 Flight Manual Temporary Revision 4.03.00/05, dated July 12, 1996.

(2) For Model A340 series airplanes: Revise the AFM to include the following:

“AUTOBRAKE

Do not use the autobrake on contaminated runway (runway covered with more than 3 millimeters of water or slush or snow or ice) and on suspected slippery runway (for example, runway having heavy rubber traces).

On contaminated runway or on suspected slippery runway:

—Apply manual braking only after the nose landing gear is on ground.

—Increase the landing distance by 5% (1% on icy runway).”

Note 3: This AFM revision also may be accomplished by inserting into the Limitations Section of the AFM a copy of Airbus A340 Flight Manual Temporary Revision 4.03.00/13, dated July 12, 1996.

(b) For airplanes equipped with Bendix brakes: Prior to or concurrently with the accomplishment of paragraph (c) of this AD, replace existing Bendix brakes with new Bendix brakes in accordance with paragraph (b)(1) or (b)(2) of this AD, as applicable.

(1) For Model A330 series airplanes: Install Bendix brakes having increased zero torque pressure, in accordance with Airbus Service Bulletin A330-32-3061, Revision 1, dated May 6, 1997.

(2) For Model A340 series airplanes: Install Bendix brakes having increased zero torque pressure, in accordance with Airbus Service Bulletin A340-32-4086, Revision 2, dated June 13, 1997.

(c) Within 6 months after the effective date of this AD, replace the existing brake and steering control unit (BSCU) with a BSCU having part number C2029336D6D6D, in accordance with paragraph (c)(1) or (c)(2) of this AD, as applicable. Accomplishment of this modification constitutes terminating action for the requirements of paragraph (a) of this AD; after the modification has been accomplished, the temporary AFM limitation may be removed.

(1) For Model A330 series airplanes: Replace the BSCU with a modified BSCU, in accordance with Airbus Service Bulletin A330-32-3062, Revision 2, dated May 27, 1997.

(2) For Model A340 series airplanes: Replace the BSCU with a modified BSCU, in accordance with Airbus Service Bulletin A330-32-4087, Revision 2, dated May 27, 1997.

(d) As of the effective date of this AD, no person shall install a BSCU having P/N C2029335B5B5B on any airplane.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(g) The replacements shall be done in accordance with the following Airbus service bulletins, as applicable, which contain the specified effective pages:

| Service bulletin referenced and date | Page No. | Revision level shown on page | Date shown on page |
|---|----------|------------------------------|--------------------|
| A330-32-3061, Revision 1, May 6, 1997 | 1-4 | 1 | May 6, 1997. |
| | 5-8 | Original | Oct. 22, 1996. |
| A330-32-3062, Revision 2, May 27, 1997 | 1-8 | 2 | May 27, 1997. |
| A340-32-4086, Revision 2, June 13, 1997 | 1, 2 | 2 | June 13, 1997. |
| | 3-8 | 1 | Feb. 10, 1997. |
| A340-32-4087, Revision 2, May 27, 1997 | 1-8 | 2 | May 27, 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 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 5: The subject of this AD is addressed in French airworthiness directives 97-086-046(B)(R1) and 97-142-048(B), both dated July 2, 1997; and 97-087-056(B), dated March 12, 1997.

(h) This amendment becomes effective on February 17, 1998.

Issued in Renton, Washington, on January 21, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-1970 Filed 1-29-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-320-AD; Amendment 39-10297; AD 98-03-05]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A330 and A340 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Airbus Model A330 and A340 series airplanes. This action requires removal of three electric motor-driven hydraulic pumps (EHP) and associated wiring, and installation of placards in the flight deck. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent operation of the EHP, which could result in fire in the wheel well area, and consequent damage to airplane structure or injury to airplane occupants.

DATES: Effective February 17, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 17, 1998.

Comments for inclusion in the Rules Docket must be received on or before March 2, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 97-NM-320-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

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 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:

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: The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on all Airbus Model A330 and A340 series airplanes. The DGAC advises that it has received several reports of fires in the wheel well area. The cause of the fires has been attributed to use of the electric motor-driven hydraulic pumps (EHP). The DGAC had previously issued French airworthiness directives to require electrical isolation of the three EHP in order to address the unsafe condition. However, since that time, the DGAC has received one additional report of an on-ground fire in the wheel well. The investigation into the cause of this incident has not yet concluded; however, deliberate or inadvertent operation of the EHP is believed to be related to the incident. This condition, if not corrected, could result in fire in the wheel well area, and consequent damage to airplane structure or injury to airplane occupants.

Explanation of Relevant Service Information

Airbus has issued All Operators Telex (AOT) 29-21, Revision 1, dated January 8, 1997, which describes procedures for the disconnection and electrical isolation of all EHP's, and the installation of certain system 'inoperative' placards in the flight deck.

Airbus also has issued Service Bulletins A330-29-3041, dated February 25, 1997 (for Model A330 series airplanes), and A340-29-4041, dated February 26, 1997 (for Model A340 series airplanes), which describe procedures for removal of the three EHP's and associated wiring to permit installation of alternative pumps, or installation of provisions that would allow use of dedicated ground support equipment. Accomplishment of the actions specified in the AOT and service bulletins described previously is intended to adequately address the identified unsafe condition.

The DGAC classified the AOT and service bulletins as mandatory and issued French airworthiness directives 97-017-043(B)R2, dated June 18, 1997,

as revised by ERRATUM, dated July 2, 1997; and 97-018-059(B)R2, dated June 18, 1997, as revised by ERRATUM, dated July 2, 1997; in order to assure the continued airworthiness of these airplanes in France.

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 21.19) 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 Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the AD requires accomplishment of the actions specified in the AOT and service bulletins described previously.

Differences Between This AD and the French AD's

This AD differs from the parallel French airworthiness directives in that it requires a single method of preventing operation of the three EHP's. The DGAC AD's provide three methods of compliance: describing procedures for disconnection and electrical isolation of the three EHP's; removal of the three EHP's with installation of placards in the flight deck; or removal of the three EHP's and subsequent installation of replacement EHP's. However, the FAA has determined that removal of the EHP's is the most effective method of addressing the unsafe condition; therefore, this AD requires the removal of the three EHP's and installation of placards in the flight deck. Operators should note that such removal of the three EHP's allows the option of using ground support equipment, or installing alternative pumps, as described in the French airworthiness directives.

Cost Impact

None of the Model A330 and A340 series airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry;