

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:

#### 98-19-19 SAAB AIRCRAFT AB:

Amendment 39-10760. Docket 98-NM-42-AD.

**Applicability:** Saab Model SAAB 2000 series airplanes, serial numbers 004 through 053 inclusive; 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 (b) 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 chafing of the hydraulic pressure pipe of the engine driven pump (EDP), which could result in charring of the hydraulic tube and consequent engine compartment fire, accomplish the following:

(a) Within 30 days after the effective date of this AD, accomplish the actions specified in paragraphs (a)(1) and (a)(2) of this AD, in accordance with Saab Service Bulletin SAAB 2000-30-014, Revision 01, dated January 9, 1998.

(1) Perform a one-time inspection to detect discrepancies (incorrect routing, insufficient clearance, and chafing) of the electrical harness of the propeller de-icing system, left and right sides. If any discrepancy is found, prior to further flight, repair in accordance with the service bulletin. Repair of any discrepancy may involve, but is not limited to, the following corrective actions: Rerouting wires, ensuring adequate clearance between the pipe and the harness, and repairing the electrical harness if chafing has occurred through the outer jacket or into the wires.

(2) Perform a one-time visual inspection to detect chafing of the hydraulic pipe of the EDP, left and right sides. If any chafing is found, prior to further flight, replace the pipe with a new or serviceable part.

(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 §§ 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 SAAB 2000-30-014, Revision 01, dated January 9, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from 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 No. 1-121, dated January 9, 1998.

(e) This amendment becomes effective on October 21, 1998.

Issued in Renton, Washington, on September 9, 1998.

**Darrell M. Pederson,**

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

[FR Doc. 98-24658 Filed 9-15-98; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-107-AD; Amendment 39-10759; AD 98-19-18]

RIN 2120-AA64

### Airworthiness Directives; Airbus Model A310, A300-600, and A320 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Airbus Model A310, A300-600, and A320 series airplanes, that currently requires inspections to verify proper installation of the grill over the air extraction duct of the lavatory and to detect blockages in the air extraction duct of the lavatory, and correction of any discrepancies. This amendment adds a requirement for modification of the grill of the air extraction duct, which, when accomplished, terminates the repetitive inspections. This amendment also expands the applicability of the existing AD to include additional airplanes. 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 obstructions in the air extraction system of the lavatory, which may result in the failure of the smoke detection system to detect smoke in the lavatories.

**DATES:** Effective October 21, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 21, 1998.

The incorporation by reference of Airbus AOT 26-12, Revision 1, dated

July 4, 1994, was approved previously by the Director of the Federal Register as of March 17, 1995 (60 FR 11619, March 2, 1995).

**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 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) by superseding AD 95-04-12, amendment 39-9164 (60 FR 11619, March 2, 1995), which is applicable to certain Airbus Model A310, A300-600, and A320 series airplanes, was published in the **Federal Register** on July 24, 1998 (63 FR 39771). The action proposed to continue to require inspections to verify proper installation of the grill over the air extraction duct of the lavatory and to detect blockages in the air extraction duct of the lavatory, and correction of any discrepancies. The action also proposed to add a requirement for modification of the grill of the air extraction duct, which, when accomplished, would terminate the repetitive inspections. The action also proposed to expand the applicability of the existing AD to include additional airplanes.

## Comments

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

One commenter supports the proposed rule; the other commenter has no objection to the proposed rule.

## 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 as proposed.

## Cost Impact

There are approximately 36 Airbus Model A310 series airplanes, 54 Airbus

Model A300-600 series airplanes, and 118 Airbus Model A320 series airplanes of U.S. registry that will be affected by this AD.

The inspections that are currently required by AD 95-04-12, and retained in this AD, take approximately 2 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required inspections on U.S. operators is estimated to be \$24,960, or \$120 per airplane, per inspection cycle.

For Airbus Model A310 series airplanes, the new required modification will take approximately 5 work hours per airplane (5 lavatories per airplane; 1 work hour per lavatory) to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the modification required by this AD on U.S. operators of Airbus Model A310 series airplanes is estimated to be \$10,800, or \$300 per airplane.

For Airbus Model A300-600 and A320 series airplanes, the new required modification will take approximately 10 work hours per airplane (5 lavatories per airplane; 2 work hours per lavatory) to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the modification required by this AD on U.S. operators of Airbus Model A300-600 and A320 series airplanes is estimated to be \$103,200, or \$600 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 removing amendment 39-9164 (60 FR 11619, March 2, 1995), and by adding a new airworthiness directive (AD), amendment 39-10759, to read as follows:

**98-19-18 AIRBUS INDUSTRIE:** Docket 97-NM-107-AD. Supersedes AD 95-04-12, Amendment 39-9164.

**Applicability:** Model A310 and A300-600 series airplanes on which Airbus Modification 10156 has not been accomplished (reference Airbus Service Bulletin A310-26-2023 or A300-26-6024), and Model A320 series airplanes on which Airbus Modification 22561 (reference Airbus Service Bulletin A320-26-1017) or Airbus Modification 24548 (reference Airbus Service Bulletin A320-26-1037) has not been accomplished; 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 (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 obstructions in the air extraction system of the lavatory, which may result in the failure of the smoke detection

system to detect smoke in the lavatories, accomplish the following:

#### Restatement of Requirements of AD 95-04-12

(a) Within 450 flight hours after March 17, 1995 (the effective date of AD 95-04-12), perform an inspection of each lavatory to verify proper installation of the grill over the air extraction duct of the lavatories, and to detect blockage in the air extraction duct of the lavatories, in accordance with Airbus All Operators Telex (AOT) 26-12, Revision 1, dated July 4, 1994.

(1) If the grill is found to be properly installed and if no blockage is found, repeat the inspection thereafter whenever the cover over the air extraction duct of the lavatories or any ceiling louver (grill) of the ceiling light in the lavatory is removed or replaced for any reason.

(2) If the grill is found to be improperly installed and/or if blockage is found, prior to further flight, correct any discrepancies found, in accordance with Airbus AOT 26-12, Revision 1, dated July 4, 1994. Repeat the inspection thereafter whenever the cover over the air extraction duct of the lavatories or any ceiling louver (grill) of the ceiling light in the lavatory is removed or replaced for any reason.

#### New Requirements of This AD

(b) Within 500 flight hours after the effective date of this AD, modify the grill of the air extraction duct of the lavatory, in accordance with Airbus Service Bulletin A310-26-2030, Revision 02, dated April 4, 1997 (for Model A310 series airplanes); A300-26-6030, Revision 02, dated April 4, 1997 (for Model A300-600 series airplanes); or A320-26-1037, Revision 02, dated July 8, 1997 (for Model A320 series airplanes); as applicable. Accomplishment of the modification constitutes terminating action for the inspection requirements of paragraph (a) of this AD.

(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 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.

(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 Airbus AOT 26-12, Revision 1, dated July 4, 1994; Airbus Service Bulletin A310-26-2030, Revision 02, dated April 4, 1997; Airbus Service Bulletin A300-26-6030, Revision 02, dated April 4, 1997; or Airbus

Service Bulletin A320-26-1037, Revision 02, dated July 8, 1997; as applicable.

(1) The incorporation by reference of Airbus Service Bulletin A310-26-2030, Revision 02, dated April 4, 1997; Airbus Service Bulletin A300-26-6030, Revision 02, dated April 4, 1997; and Airbus Service Bulletin A320-26-1037, Revision 02, dated July 8, 1997; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Airbus AOT 26-12, Revision 1, dated July 4, 1994, was approved previously by the Director of the Federal Register as of March 17, 1995 (60 FR 11619, March 2, 1995).

(3) 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 3:** The subject of this AD is addressed in French airworthiness directives 96-186-204(B)R1, dated January 15, 1997, and 96-007-073(B), dated January 3, 1996.

(f) This amendment becomes effective on October 21, 1998.

Issued in Renton, Washington, on September 9, 1998.

**Darrell M. Pederson,**

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

[FR Doc. 98-24657 Filed 9-15-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-ANE-50-AD; Amendment 39-10758; AD 98-14-51]

RIN 2120-AA64

#### Airworthiness Directives; CFM International CFM56-7B Series Turbofan Engines

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

**ACTION:** Final rule, request for comments.

**SUMMARY:** This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) T98-14-51 that was sent previously to all known U.S. owners and operators of CFM International CFM56-7B series turbofan engines by individual telegrams. This AD requires checks of the Accessory Gearbox (AGB)/Transfer Gearbox (TGB) Magnetic Chip Detector (MCD) for abnormal magnetic particles that indicate a pending starter gearshaft failure, and, removal from service of suspect starter gearshafts and

replacement with serviceable parts. This amendment is prompted by reports of 2 inflight engine shutdowns due to uncontained failures of the AGB starter gearshafts. The actions specified by this AD are intended to prevent a dual inflight engine shutdown event, which could result in a forced landing and loss of the aircraft.

**DATES:** Effective October 1, 1998, to all persons except those persons to whom it was made immediately effective by telegraphic AD T98-14-51, issued July 2, 1998, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 1, 1998.

Comments for inclusion in the Rules Docket must be received on or before November 16, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-ANE-50-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ad-engineprop@faa.dot.gov". Comments sent via the Internet must contain the docket number in the subject line.

The applicable service information may be obtained from CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215; telephone (513) 552-2981, fax (513) 552-2816. This information may be examined at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC 20001.

**FOR FURTHER INFORMATION CONTACT:** Glorianne Messemer, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7132, fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** On July 2, 1998, the Federal Aviation Administration (FAA) issued telegraphic airworthiness directive (AD) T98-14-51, applicable to CFM International (CFMI) CFM56-7B series turbofan engines, which requires checks of the Accessory Gearbox (AGB)/Transfer Gearbox (TGB) Magnetic Chip Detector (MCD) for abnormal magnetic