

Service Bulletin A320-30-1036, dated May 9, 1997; or Airbus Service Bulletin A320-30-1036, Revision 02, dated February 4, 1998.

Note 2: For airplanes equipped with CFMI engines: Accomplishment of the modification and test in accordance with Airbus Service Bulletin A320-30-1036, Revision 01, dated July 7, 1997, is considered acceptable for compliance with paragraph (a)(1) of this AD.

(2) For airplanes equipped with engines manufactured by International Aero Engines AG (IAE): Modify and test in accordance with Airbus Service Bulletin A320-30-1036, Revision 02, dated February 4, 1998.

Note 3: For airplanes equipped with IAE engines: Accomplishment of the modification in accordance with Airbus Service Bulletin A320-30-1036, dated May 9, 1997, or Revision 01, dated July 7, 1997, prior to the effective date of this AD, is considered acceptable for compliance with the modification specified by paragraph (a)(2) of this AD, provided that the modification is tested in accordance with the procedures specified in Airbus Service Bulletin A320-30-1036, Revision 02, dated February 4, 1998.

(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 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.

(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 modification and test shall be done in accordance with Airbus Service Bulletin A320-30-1036, dated May 9, 1997; or Airbus Service Bulletin A320-30-1036, Revision 02, dated February 4, 1998, 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 5: The subject of this AD is addressed in French airworthiness directives 97-203-102(B)R1 and 98-152-114(B), both dated April 8, 1998.

(e) This amendment becomes effective on February 12, 1999.

Issued in Renton, Washington, on December 28, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-50 Filed 1-7-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-297-AD; Amendment 39-10980; AD 99-01-15]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A340-211, -212, -213, -311, -312, and -313 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 A340-211, -212, -213, -311, -312, and -313 series airplanes. This action requires repetitive operational tests to ensure proper operation of the actuator of the secondary locks of the thrust reversers; and corrective actions, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent the inadvertent opening of a thrust reverser door in the event of failure of the primary and secondary locks of the thrust reverser. Such inadvertent opening could result in reduced controllability of the airplane.

DATES: Effective January 25, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 25, 1999.

Comments for inclusion in the Rules Docket must be received on or before February 8, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-297-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; and ROHR, Inc., 805 Lagoon Drive,

Chula Vista, California 91912. 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 A340-211, -212, -213, -311, -312, and -313 series airplanes. The DGAC advises that it has received reports indicating that the thrust reverser "UNLOCKED" warning message has been displayed on the electronic centralized aircraft monitor (ECAM) in the cockpit during takeoff and, in some instances, during flight. This warning message indicates failure of the primary lock of the thrust reverser. Failure of the primary locks has been attributed to binding/stiffness of the internal mechanism. In all cases, the thrust reverser doors were maintained closed by the secondary locks of the thrust reversers. No defects of the secondary locks have been reported. Malfunction of the actuator of the secondary lock of the thrust reverser, in conjunction with a failure of the primary lock, could result in inadvertent opening of a thrust reverser door. Such inadvertent opening, if not corrected, could result in reduced controllability of the airplane.

Explanation of Relevant Service Information

Airbus has issued Service Bulletin A340-78-4012, Revision 01, dated December 19, 1996, which describes procedures for repetitive operational tests (referred to in the service bulletin as inspections), to ensure proper operation of the actuator of the secondary locks of the thrust reversers. The DGAC classified the Airbus service bulletin as mandatory and issued French airworthiness directive 96-245-050(B)R1, dated April 8, 1998, in order to assure the continued airworthiness of these airplanes in France. Additionally, the DGAC specifies an alternate means of compliance for certain airplanes on which another modification has been accomplished.

The Airbus service bulletin references ROHR Service Bulletin RA34078-47,

Revision 1, dated November 30, 1996, which describes procedures for repetitive operational tests of the secondary locks of the thrust reversers, and corrective actions. The corrective actions involve replacement of the actuator of the secondary lock with a new or serviceable actuator, if necessary.

Accomplishment of the actions specified in the service bulletins is intended to adequately address the identified unsafe condition.

FAA's Conclusions

This airplane model is manufactured in France and is 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 is being issued to prevent the inadvertent opening of a thrust reverser door in the event of failure of the primary and secondary locks of the thrust reverser. Such inadvertent opening could result in reduced controllability of the airplane. This AD requires accomplishment of the actions specified in the service bulletins described previously.

Cost Impact

None of the 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; 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, it would require approximately 8 work hours to accomplish the required operational test, at an average labor rate of \$60 per

work hour. Based on these figures, the cost impact of this AD would be \$480 per airplane, per test cycle.

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 98-NM-297-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:

99-01-15 Airbus Industrie: Amendment 39-10980. Docket 98-NM-297-AD.

Applicability: All Model A340-211, -212, -213, -311, -312, and -313 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 prevent the inadvertent opening of a thrust reverser door in the event of failure of the primary and secondary locks of the thrust reverser, which could result in reduced controllability of the airplane, accomplish the following:

(a) Except as provided by paragraph (b) of this AD, prior to the accumulation of 1,300 total flight hours, or within 500 flight hours after the effective date of this AD, whichever occurs later, perform an operational test (inspection) to ensure proper operation of the actuator of the secondary locks of the thrust reversers, in accordance with Airbus Service Bulletin A340-78-4012, Revision 01, dated December 19, 1996. Thereafter, repeat the operational test at intervals not to exceed 1,300 flight hours.

Note 2: The Airbus service bulletin references ROHR Service Bulletin RA34078-47, Revision 1, dated November 30, 1996, which describes procedures for repetitive operational tests of the secondary locks of the thrust reversers, and corrective actions. The corrective actions involve replacement of the

actuator of the secondary lock with a new or serviceable actuator, if necessary.

(b) For airplanes on which Airbus Modifications 45150 and 45486 has been installed, or on which Airbus Service Bulletin A340-78-4013, dated May 26, 1997, has been accomplished: Prior to the accumulation of 4,000 total flight hours, or within 500 flight hours after the effective date of this AD, whichever occurs later, perform an operational test (inspection) as required in paragraph (a) of this AD. Thereafter, repeat the operational test at intervals not to exceed 4,000 flight hours.

(c) If any discrepancy is detected during any operational test (inspection) required by paragraph (a) or (b) of this AD, prior to further flight, replace the actuator of the secondary lock with a new or serviceable actuator, in accordance with ROHR Service Bulletin RA34078-47, Revision 1, dated November 30, 1996.

(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, 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.

(e) 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.

(f) The operational tests shall be done in accordance with Airbus Service Bulletin A340-78-4012, Revision 01, dated December 19, 1996. The replacement shall be done in accordance with ROHR Service Bulletin RA34078-47, Revision 1, dated November 30, 1996, which contains the specified list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 5, 6	1	November 30, 1996.
2-4, 7	Original	September 16, 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; and ROHR, Inc., 850 Lagoon Drive, Chula Vista, California 91912. 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 96-245-050(B)R1, dated April 8, 1998.

(g) This amendment becomes effective on January 25, 1999.

Issued in Renton, Washington, on December 28, 1998.

Darrell M. Pederson,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-142-AD; Amendment 39-10979; AD 99-01-14]

RIN 2120-AA64

Airworthiness Directives; Honeywell IC-600 Integrated Avionics Computers, as Installed In, But Not Limited To, Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-145 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Honeywell IC-600 integrated avionics computers, that requires modification of the integrated avionics computers. This amendment is prompted by a report of integrated avionics computer failures, which caused a "random reset" condition of the electronic flight instrument system. The actions specified by this AD are intended to prevent such "random reset" conditions, which could affect the pilot's ability to control the airplane.

DATES: Effective February 12, 1999.

The incorporation by reference of certain publications listed in the

regulations is approved by the Director of the Federal Register as of February 12, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Honeywell Inc., Business and Commuter Aviation Systems, Box 29000, Phoenix, Arizona 85038. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: J. Kirk Baker, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5345; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Honeywell IC-600 integrated avionics computers was published in the **Federal Register** on June 3, 1998 (63 FR 30155). That