

## 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:

**Fokker:** Docket 97-NM-264-AD.

**Applicability:** All Model F28 Mark 0070 and Mark 0100 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 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 (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 failure of the captain's left-hand brake torque tube lever, which could result in a disconnection between the captain's left-hand brake pedal and left-hand brake system, and consequent reduced directional controllability of the airplane during landing, accomplish the following:

(a) Perform a one-time visual inspection using a mirror or borescope to detect cracking of the brake torque tube lever having part number (P/N) D75669-001, in accordance with Fokker Service Bulletin SBF100-32-108, dated February 7, 1997, at the time specified in paragraph (a)(1) or (a)(2), as applicable, of this AD. If any crack is detected, prior to further flight, replace either the lever or the entire assembly with a new or serviceable component, in accordance with the Accomplishment Instructions of the service bulletin.

(1) For airplanes that have accumulated 15,000 or more total flight cycles as of the effective date of this AD: Inspect within 30 days after the effective date of this AD.

(2) For airplanes that have accumulated fewer than 15,000 total flight cycles as of the effective date of this AD: Inspect prior to the accumulation of 10,000 total flight cycles, or within 2 months after the effective date of this AD, whichever occurs later.

(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.

**Note 3:** The subject of this AD is addressed in Dutch airworthiness directive 1997-025 (A), dated February 28, 1997.

Issued in Renton, Washington, on November 20, 1997.

**Stewart R. Miller,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-188-AD]

RIN 2120-AA64

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

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Airbus Model A300, A310, and A300-600 series airplanes. For certain airplanes, this proposal would require replacing the bearings of the throttle control levers with new sealed bearings. For certain other airplanes, this proposal would require replacing the throttle control assemblies with new assemblies. This proposal is prompted by the issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent asymmetric engine thrust on the airplane when the autothrottle is engaged, which could result in roll and yaw disturbances, and consequent reduced controllability of the airplane.

**DATES:** Comments must be received by December 29, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-

188-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule 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.

**FOR FURTHER INFORMATION CONTACT:** International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4556, telephone (425) 227-2110; fax (425) 227-1149.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 97-NM-188-AD." The postcard will be date stamped and returned to the commenter.

##### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-188-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

## Discussion

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 A300, A310, and A300-600 series airplanes. The DGAC advises that it received reports indicating that the throttle control levers were difficult to move. This excessive friction or seizure of throttle control levers has been attributed to lack of lubrication and dust contamination of the bearings. In the case of airplanes equipped with full authority digital engine control (FADEC), this condition can also be attributed to excessive roller wear. These conditions could lead to asymmetric throttle movements and engine thrust when the autothrottle is engaged. Such asymmetric movements, if not corrected, could result in roll and yaw disturbances, and consequent reduced controllability of the airplane.

## Explanation of Relevant Service Information

Airbus has issued Service Bulletin A300-76-0018, dated October 12, 1995, as revised by Change Notice O.A., dated February 18, 1997 (for Model A300 series airplanes); and Service Bulletin A300-76-6010, dated October 12, 1995, as revised by Change Notice O.A., dated February 18, 1997 (for Model A300-600 series airplanes); and Service Bulletin A310-76-2013, dated October 12, 1995, as revised by Change Notice O.A., dated February 18, 1997 (for Model A310 series airplanes). These service bulletins describe procedures for replacement of the four bearings located on both throttle control levers with new sealed bearings. Replacement of these bearings will ensure a smooth and consistent operation of both throttles.

Airbus also has issued Service Bulletin A310-76-2014, Revision 2, dated January 6, 1997 (for Model A310 series airplanes); and Service Bulletin A300-76-6011, Revision 2, dated January 6, 1997 (for Model A300-600 series airplanes). These service bulletins describe procedures for replacement of two throttle control assemblies equipped with rollers with new throttle control assemblies equipped with bearings. Accomplishment of the actions specified in the service bulletins is intended to adequately address the identified unsafe condition.

The DGAC classified these service bulletins as mandatory and issued French airworthiness directive (C/N) 96-270-209 (B), dated November 20, 1996, 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 21.29) 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 Proposed 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 proposed AD would require accomplishment of the actions specified in the service bulletins described previously.

## Cost Impact

The FAA estimates that 66 airplanes of U.S. registry would be affected by this proposed AD.

The FAA estimates that the proposed replacement of the bearings would be required to be accomplished on 57 airplanes. It would take approximately 24 work hours per airplane to accomplish that action, 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 replacement of the bearings proposed by this AD on U.S. operators is estimated to be \$82,080, or \$1,440 per airplane.

The FAA estimates that the proposed replacement of the throttle support assemblies would be required to be accomplished on 9 airplanes. It would take approximately 28 work hours per airplane to accomplish that action, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$1,138 per airplane. Based on these figures, the cost impact of the replacement of the throttle support assemblies proposed by this AD on U.S. operators is estimated to be \$25,362, or \$2,818 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed 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 proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 draft regulatory 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 "Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-188-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056."

## List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

## The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

**Airbus Industrie:** Docket 97-NM-188-AD.

**Applicability:** All Model A300, A310, and A300-600 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 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 (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 asymmetric engine thrust on the airplane when the autothrottle is engaged, which could result in roll and yaw disturbances, and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 18 months or 3,500 flight hours after the effective date of this AD, whichever occurs first, accomplish paragraph (a)(1) or (a)(2) of this AD, as applicable.

(1) For Model A300, A300-600, and A310 series airplanes: Replace the four bearings located on both throttle control levers with new sealed bearings, in accordance with Airbus Service Bulletin A300-76-0018, dated October 12, 1995, as revised by Airbus Service Bulletin Change Notice O.A., dated February 18, 1997 (for Model A300 series airplanes); Airbus Service Bulletin A300-76-6010, dated October 12, 1995, as revised by Airbus Service Bulletin Change Notice O.A., dated February 18, 1997 (for Model A300-600 series airplanes); or Airbus Service Bulletin A310-76-2013, dated October 12, 1995, as revised by Airbus Service Bulletin Change Notice O.A., dated February 18, 1997; as applicable.

(2) For Model A310 and A300-600 series airplanes equipped with full authority digital engine control (FADEC): Replace the two throttle support assemblies equipped with rollers with new throttle support assemblies equipped with bearings, in accordance with Airbus Service Bulletin A310-76-2014, Revision 2, dated January 6, 1997 (for Model A310 series airplanes); or Airbus Service Bulletin A300-76-6011, Revision 2, dated January 6, 1997 (for Model A300-600 series airplanes); as applicable.

**Note 2:** Replacements accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A310-76-2014, Revision 1, dated March 25, 1996; or Airbus Service Bulletin A300-76-6011, Revision 1, dated March 25, 1996; are considered acceptable for compliance with the applicable action specified in paragraph (a)(2) of this AD.

(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 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.

(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.

**Note 4:** The subject of this AD is addressed in French airworthiness directive 96-270-209 (B), dated November 20, 1996.

Issued in Renton, Washington, on November 20, 1997.

**Stewart R. Miller,**

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

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## DEPARTMENT OF THE TREASURY

### 31 CFR Part 103

#### RIN 1506-AA12

#### Financial Crimes Enforcement Network; Bank Secrecy Act Regulations; Exemptions From the Requirement to Report Transactions in Currency—Phase II; Extension of Comment Period; Request for Comments

**AGENCY:** Financial Crimes Enforcement Network, Treasury.

**ACTION:** Proposed regulations; extension of comment period; request for additional comments.

**SUMMARY:** The Financial Crimes Enforcement Network ("FinCEN") is extending the comment period for the proposed Bank Secrecy Act regulations relating to exemptions from the requirement to report transactions in currency, published on September 8, 1997. FinCEN is also soliciting comments regarding additional alternatives to the proposed requirement to estimate, and to file annual reports of, the aggregate currency deposits and withdrawals of certain customers, and regarding certain other matters.

**DATES:** Written comments on all aspects of the proposed rule are welcome and must be received on or before January 16, 1998.

**ADDRESSES:** *Written comments should be submitted to:* Office of Legal Counsel, Financial Crimes Enforcement Network, Department of the Treasury, 2070 Chain Bridge Road, Vienna, VA 22182, *Attention:* NPRM—CTR Exemptions, Phase II. Comments may also be submitted by electronic mail to the following Internet address: "regcomments@fincen.treas.gov" with the caption in the body of the text, "Attention: NPRM—CTR Exemptions, Phase II." For additional instructions on the submission of comments, see Supplementary Information under the heading "Submission of Comments" in the notice of proposed rulemaking on this topic.

**FOR FURTHER INFORMATION CONTACT:** Peter Djinis, Associate Director (703) 905-3819, and Charles Klingman, Financial Institutions Policy Specialist, Office of Program Development FinCEN, (703) 905-3602; Stephen R. Kroll, Legal Counsel (703) 905-3534, Cynthia L. Clark, Acting Senior Counsel for Regulatory Affairs, (703) 905-3758, and Albert R. Zarate, Attorney-Advisor, Office of Legal Counsel, FinCEN, (703) 905-3807.

**SUPPLEMENTARY INFORMATION:** On September 8, 1997, FinCEN issued proposed regulations (62 FR 47156) to reform and simplify the process by which banks may exempt transactions of retail and other businesses from the requirement to report transactions in currency in excess of \$10,000. As part of the simplified exemption system, the proposed regulations introduced two new classes of exempt persons: "non-listed businesses" and "payroll customers." To prevent abuse of the new system, however, the proposed regulations would require a bank initially to estimate and then to report annually the aggregate currency deposits and withdrawals of any non-listed business or payroll customer that the bank exempted. In the proposal, FinCEN solicited comments on a number of matters, including alternative ways to counter potential abuse of the proposed system.

FinCEN announced (62 FR 58909, October 31, 1997) that it would hold an