

Aviation Laboratories, 910 Maria Street, Kenner, LA 70062, 504-469-6751
or

Spectro Oil Analysis, Palace Gate, High Street, Oldham, Hook, Hampshire, RG 291 NP, United Kingdom.

Send documentation referencing this AD or ASB along with the sample.

(ix) Send the results of the analysis to Allison as follows: Manager, AE Customer Support, Large Commercial Engines, fax (317) 230-4010.

(x) An engine found with paste either after the engine ground run-up or during subsequent checks performed in accordance with this AD may not be operated again without the approval of the Manager, Chicago Aircraft Certification Office.

(b) For Allison AE 3007C series engines, within 8 flight hours after the effective date of this AD, accomplish the following in accordance with Allison Engine ASB No. AE 3007C-A-79-018, Revision 3, dated April 21, 1998:

(1) Remove the center sump magnetic chip collector plug (non-indicating) on each engine and examine it for paste. (See Note 2)

(2) If no paste is found, reinstall the center sump magnetic chip collector, perform an oil leak check, and thereafter inspect both engines at intervals not to exceed 8 flight hours.

(3) If paste is found, accomplish the following prior to further flight:

(i) Remove the engine from service if paste was previously found on the same engine during any previous checks performed in accordance with this AD.

(ii) Collect the paste on a clean white paper. Cover the sample with clear tape and retain it for analysis.

(iii) Examine the O-ring for damage and replace as necessary.

(iv) Clean the center sump magnetic chip collector plug.

(v) Reinstall the center sump magnetic chip collector plug.

(vi) Perform a ground run-up of the engine as follows:

(A) Ground Idle for 5 minutes.

(B) Maximum Takeoff for 2 minutes.

(C) 50% N1 (Fan speed) for 5 minutes.

(D) Ground Idle for 3 minutes.

(E) Stop the engine.

(vii) Re-examine the center sump magnetic chip collector plug for paste. If paste is found, remove the engine from service. If no paste is found, thereafter inspect in accordance with paragraph (b)(2) of this AD.

(viii) Send any removed paste to a laboratory or facility capable of analysis with a scanning electron microscope and an energy dispersive x-ray microanalyzer for analysis. Send documentation referencing this AD or ASB along with the sample. (See Note 3)

(ix) Send the results of the analysis to Allison as follows: Manager, AE Customer Support, Large Commercial Engines, fax (317) 230-4010.

(x) An engine found with paste either after the engine ground run-up or during subsequent checks performed in accordance with this AD may not be operated again without the approval of the Manager, Chicago Aircraft Certification Office.

(c) For Allison Engine Company AE 3007A series and AE 3007C series engines, remove from service No. 4 main engine bearings,

P/N 23062504, at the next engine shop visit, and replace with serviceable parts.

Installation of an improved No. 4 main engine bearing constitutes terminating action to the repetitive magnetic chip detector checks required by paragraphs (a) and (b) of this AD.

(d) For the purpose of this AD, the following definitions apply:

(1) A serviceable part is defined as any No. 4 main engine bearing P/N other than 23062504.

(2) A shop visit is defined as any maintenance action resulting in the separation of any major engine flange.

(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, Chicago Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

Note 4: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

(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 aircraft to a location where the check requirements of this AD can be accomplished.

(g) The actions required by this AD shall be accomplished in accordance with the following Allison Engine Company ASBs:

Document No.	Page	Revision	Date
AE 3007A-A-79-014	1-7	4	April 14, 1998.
Total Pages: 7.			
AE 3007C-A-79-018	1-6	3	April 21, 1998.
Total Pages: 6.			

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 Allison Engine Company, P.O. Box 420, Speed Code U-15, Indianapolis, IN 46206-0420; telephone (317) 230-6674. Copies may be inspected 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.

(h) This amendment supersedes priority letter AD 98-02-09, issued January 16, 1998.

(i) This amendment becomes effective on June 18, 1998.

Issued in Burlington, Massachusetts, on May 22, 1998.

Thomas A. Boudreau,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-14339 Filed 6-2-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-22-AD; Amendment 39-10410; AD 98-12-05]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320-111 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Airbus Model A320-111 series airplanes. This amendment requires repetitive inspections to detect cracking around the attachment holes for the access

panels in the lower skin of the wing, and repair, 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 detect and correct such cracking, which could result in reduced structural integrity of the airplane.

EFFECTIVE DATE: The direct final rule published at 63 FR 13508 is effective on June 18, 1998.

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 FAA published this direct final rule with request for comments in the **Federal**

Register on March 20, 1998 (63 FR 13508). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA anticipates that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, was received within the comment period, the regulation would become effective on June 18, 1998.

Two comments were received. Both commenters support the rule. However, one of the commenters requests clarification of the applicability of the rule, which is stated in the direct final rule as follows:

"Applicability: Model A320-111 series airplanes, as identified in Airbus Service Bulletin A320-57-1056, Revision 1, dated July 15, 1997, including Appendix 1; certificated in any category."

The commenter notes that when an operator is not affected by a service bulletin, that operator only receives a copy of the summary section of the service bulletin. The summary of a service bulletin provides a list of affected operators; it does not provide manufacturer's serial numbers for the affected airplanes. This results in difficulty for an operator, a leasing group, or other non-technical group to evaluate any pending or applicable rules against a specific airplane serial number. Therefore, the commenter proposes that the applicability of the rule reference specific serial numbers for affected airplanes, as follows.

"Applicability: Model A320 series airplanes having manufacturer's serial numbers 002 through 008 inclusive; 010 through 014 inclusive; and 016 through 018 inclusive; certificated in any category."

The FAA concurs that this AD applies to the airplanes identified by the commenter. The applicability, as presented in the rule, is equivalent to the applicability suggested by the commenter. Therefore, the FAA finds that no change to the rule is necessary. As the commenter points out, those operators that are affected by the rule will receive the entire service bulletin (not just the summary) and will, therefore, be informed of the specific serial numbers to which this AD applies.

The same commenter also requests clarification of the cost impact information. The commenter notes that this information specifies that there are 118 Model A320-111 airplanes of U.S. registry. The commenter indicates that

only 22 Model A320-100 series airplanes were manufactured, and that none of these are on the U.S. Register. The commenter believes that the number 118 reflects all Model A319 and A320 airplanes on the U.S. Register, and not the actual number of Model A320-100 series airplanes. The commenter adds that Model A319-100 series airplanes are being manufactured, and are on the U.S. Register, but are not considered to be Model A320-100 series airplanes.

The FAA concurs with the clarification provided by the commenter. The number of airplanes affected by the direct final rule reflects the FAA's estimation of the total number of Airbus Model A319, A320, and A321 series airplanes currently on the U.S. register. However, no change to the direct final rule is necessary, since it indicates that none of the affected airplanes are on the U.S. Register.

No adverse comments were received, and thus this notice confirms that this final rule will become effective on that date.

Issued in Renton, Washington, on May 27, 1998.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-14609 Filed 6-2-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AWP-14]

Revision of Class D and Establishment of Class E Airspace; Yuma MCAS—Yuma International Airport, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action will amend the Class D airspace area operating times and establish a Class E airspace surface area at Yuma MCAS-Yuma International Airport, Yuma, AZ. In April of 1998 the U.S. Marines reduced the hours of operation of the Air Traffic Control Tower (ATCT) at Yuma MCAS. The reduction of the ATCT hours of operation has made this action necessary. The intended effect of this action is to modify the hours of the Yuma Class D airspace area in the legal description of the controlled airspace and establish a Class E airspace surface area to contain instrument operations during times the ATCT is closed. Class D airspace areas are published in Paragraph 5000 and Class E airspace surface areas are published in Paragraph 6002 of FAA Order 7400.9D dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class D and E airspace designation listed in this document would be published subsequently in this Order.

during times the ATCT is closed. This action does not involve a change in the dimensions or operating requirements of that airspace containing Instrument Flight Rules (IFR) operations at Yuma MCAS-Yuma International Airport, Yuma, AZ.

DATES: *Effective:* 0901 UTC August 13, 1998. *Comment date:* Comments for inclusion in the Rules Docket must be received on or before July 6, 1998.

ADDRESSES: Send comments on the direct final rule in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 98-AWP-14, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western-Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business hours at the Office of the Manager, Airspace Branch, Air Traffic Division at the above address.

FOR FURTHER INFORMATION CONTACT:

Debra Trindle, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6613.

SUPPLEMENTARY INFORMATION: This action will change the airspace legal description to reflect the new operating hours of the Class D airspace area of the Yuma MCAS-Yuma International Airport and establish a Class E airspace surface area to be effective during times the Yuma ATCT is closed. The 1998 reduction of the ATCT hours of operation has made this action necessary. The intended effect of this action is to modify the hours of the Yuma Class D airspace area in the legal description of the controlled airspace and establish a Class E Airspace surface area to contain instrument operations during times the ATCT is closed. Class D airspace areas are published in Paragraph 5000 and Class E airspace surface areas are published in Paragraph 6002 of FAA Order 7400.9D dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class D and E airspace designation listed in this document would be published subsequently in this Order.