

(A) If no discrepancy is detected, the pintle pin and the sleeve of the pintle pin may be returned to service.

(B) If any discrepancy of the pintle pin and sleeve is detected, prior to further flight, repair the pintle pin and sleeve in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(b) Removal of corrosion and installation of bushings in accordance with Part B. and/or Part C., as applicable, of the Accomplishment Instructions of Short Brothers Service Bulletin SD360-53-42, dated September 1996 (for Model SD3-60 series airplanes), or Short Brothers Service Bulletin SD3-60 SHERPA-53-3, dated November 4, 1997 (for Model SD3-60 SHERPA series airplanes), as applicable, constitutes terminating action for the repetitive inspection requirements 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. 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.

Note 3: The subject of this AD is addressed in British airworthiness directives 005-09-96 and 005-11-97.

Issued in Renton, Washington, on July 20, 1998.

S. R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-19778 Filed 7-23-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-107-AD]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of 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 action would add a requirement for modification of the grill of the air extraction duct, which, when accomplished, would terminate the repetitive inspections. This action also would expand the applicability of the existing AD to include additional airplanes. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed 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: Comments must be received by August 24, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 97-NM-107-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: 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:

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-107-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-114, Attention: Rules Docket No. 97-NM-107-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On February 17, 1995, the FAA issued AD 95-04-12, amendment 39-9164 (60 FR 11619, March 2, 1995), applicable to certain Airbus Model A310, A300-600, and A320 series airplanes, 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. That action was prompted by reports of obstructions in the air extraction system of the lavatories. The requirements of that 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.

Actions Since Issuance of Previous Rule

Since the issuance of that AD, the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that it has received several additional reports of incorrectly installed grill hoods of the air extraction system of the lavatory on certain Airbus Model A310, A300-600, and A320 series airplanes. This condition, if not corrected, could result in obstructions in the air extraction system, and consequent failure of the smoke detection system to detect smoke in the lavatories.

Explanation of Relevant Service Information

Airbus has issued Service Bulletins 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); and A320-26-1037, Revision 02, dated July 8, 1997 (for Model A320 series airplanes). These service bulletins describe procedures for modification of the grill of the air extraction duct in the lavatory. The modification involves installing an insert and a threaded guide pin to the lavatory ceiling, which will align with a new hole in the hood and the grill of the air extraction duct. This modification will ensure that the sub-assemblies of the air extraction system of the lavatory can only be installed in the correct position. Such modification would eliminate the need for the repetitive inspections.

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 directives 96-186-204(B)R1, dated January 15, 1997 (for Model A310 and A300-600 series airplanes), and 96-007-073(B), dated January 3, 1996 (for Model A320 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 21.29) 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 supersede AD 95-04-12 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. This action would add a requirement for modification of the grill of the air extraction duct, which, when accomplished, would terminate the repetitive inspections. This action also would expand the applicability of the existing AD to include additional airplanes. The actions would be required to be accomplished in accordance with the service bulletins described previously.

Cost Impact

There are approximately 36 Airbus Model A310 series airplanes, 54 Airbus Model A300-600, and 118 Airbus Model A320 series airplanes of U.S. registry that would be affected by this proposed AD.

The inspections that are currently required by AD 95-04-12 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 proposed modification would 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 proposed 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 proposed modification would 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 proposed 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 current or 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 ADDRESSES.

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 removing amendment 39-9164 (60 FR 11619, March 2, 1995), and by adding a new airworthiness directive (AD), to read as follows:

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 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 French airworthiness directives 96-186-204(B)R1, dated January 15, 1997 (for Model A310 and A300-600 series airplanes), and 96-007-073(B), dated January 3, 1996 (for Model A320 series airplanes).

Issued in Renton, Washington, on July 20, 1998.

S. R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-19777 Filed 7-23-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AGL-46]

Proposed Establishment of Class E Airspace; Granite Falls, MN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to establish Class E airspace at Granite Falls, MN. A VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 34 has been developed for Granite Falls Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action proposes to create controlled airspace with a 6.4-mile radius for this airport.

DATES: Comments must be received on or before September 15, 1998.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, Rules Docket No. 98-AGL-46, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administrator, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined during normal business hours at the Air

Traffic Division, Airspace Branch, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with these comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 98-AGL-46." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket, FAA, Great Lakes Region, Office of the Assistant Chief Counsel, 2300 East Devon Avenue, Des Plaines, Illinois, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, S.W., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing