

(e) 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.

(f) The actions shall be done in accordance with Dornier All Operators Telefax (AOT) AOT-328-28-014, Revision 1, dated October 16, 1996; and Dornier Service Bulletin SB-328-28-211, dated March 26, 1997. 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 FAIRCHILD DORNIER, DORNIER Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. 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 German airworthiness directives 97-004, dated January 30, 1997; and 97-149, dated May 22, 1997.

(g) This amendment becomes effective on September 4, 1998.

Issued in Renton, Washington, on July 24, 1998.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-20433 Filed 7-30-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-44-AD; Amendment 39-10682; AD 98-16-06]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A310 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Airbus Model A310 series airplanes, that requires inspections of the lower door surrounding structure to detect cracks and corrosion, and repair, if necessary. This amendment also requires inspections to detect cracking of the holes of the corner doublers, the fail-safe ring, and the door frames of the door structures; and repair, if necessary. In addition, this amendment provides for optional terminating action for certain inspections. This amendment is prompted by reports indicating that corrosion was found between the scuff

plates at exit and cargo doors, and fatigue cracks originated from certain fastener holes located in adjacent structure. The actions specified by this AD are intended to detect and correct such corrosion and fatigue cracking, which could result in reduced structural integrity of the door surroundings.

DATES: Effective September 4, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 4, 1998.

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) to include an airworthiness directive (AD) that is applicable to all Airbus Model A310 series airplanes was published in the **Federal Register** on January 29, 1997 (62 FR 4208). That action proposed to require inspections of the lower door surrounding structure to detect cracks and corrosion, and repair, if necessary. That action also proposed to require inspections to detect cracking of the holes of the corner doublers, the fail-safe ring, and the door frames of the door structures; and repair, if necessary. In addition, that action also provides for optional terminating action for certain inspections.

Comments

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

Request to Mandate Optional Terminating Action

One commenter supports the proposed AD, but states that the FAA should not allow operators to forego accomplishment of the terminating action in lieu of repetitive inspections. The commenter states that allowing the

terminating action to be optional will "allow airplanes to operate that have cracks in the door frames that will be more subject to failure in the event of an accident." Additionally, the commenter notes that accident history has shown that there is already a significant problem with the emergency operation of doors following minor fuselage deformation, even though this is a requirement under section 25.783(c) of the Federal Aviation Regulations [14 CFR 25.783(c)].

The FAA does not concur with the request to mandate the terminating action. As stated in the preamble to the NPRM, the FAA considers certain criteria in allowing repetitive inspections of the affected area to be permitted to continue, and has determined that, in this case, mandating the terminating action is not necessary in order to adequately address the identified unsafe condition. The FAA has determined that the inspection intervals required by the AD were established to detect any cracking before it becomes critical to the airplane structure. Additionally, even if small cracks exist that are not detected by the inspections at the intervals required by this AD, the cracks will not adversely affect the structure of the door under ultimate loads, and such cracking is unlikely to result in interference with the operation of emergency exits. Therefore, no change to the final rule is necessary.

Explanation of Change Made to This Final Rule

Paragraphs (b), (c), and (d) of the final rule have been revised to cite Revision 02 of Airbus Service Bulletin A310-53-2041, dated July 2, 1996, for accomplishment of certain actions. Revision 02 contains no substantive differences from Revision 1 of the service bulletin (Revision 1 was cited as the appropriate source of service information in the proposed AD). However, Revision 02 contains an additional description of the inspections required by paragraph (b) of the AD. A "NOTE" has been added to the final rule to give credit to operators that may have previously accomplished the required actions in accordance with Revision 1 of the service bulletin.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change previously described. The FAA has determined that this change will neither increase the economic burden on any

operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 33 airplanes of U.S. registry will be affected by this AD, that it will take approximately 700 work hours per airplane to accomplish the required inspections (including access and close-up), and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the required inspections on U.S. operators is estimated to be \$1,386,000, or \$42,000 per airplane.

The cost impact figure discussed above is 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.

Should an operator elect to accomplish the optional terminating action provided by this AD action, it will take approximately 147 work hours to accomplish it, at an average labor rate of \$60 per work hour. The cost of required parts will be approximately \$5,581 per airplane. Based on these figures, the cost impact of the optional terminating action will be \$14,401 per airplane.

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:

98-16-06 Airbus Industrie: Amendment 39-10682. Docket 96-NM-44-AD.

Applicability: All Model A310 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 (i) 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 detect and correct corrosion behind the scuff plates at exit and cargo doors, and fatigue cracking in certain fastener holes located in adjacent structure, which could result in reduced structural integrity of the door surroundings, accomplish the following:

(a) Perform an initial inspection of the areas behind the scuff plates below the passenger/crew doors and bulk cargo door to detect cracks and corrosion, in accordance with Airbus Service Bulletin A310-53-2030, Revision 5, dated March 6, 1991; at the applicable time specified in paragraph (a)(1), (a)(2), or (a)(3) of this AD. If any crack or corrosion is found during this inspection, prior to further flight, repair in accordance with the service bulletin. Accomplishment of this inspection is not required for the aft passenger/crew doors if a steel doubler that covers the entire inspection area is installed.

(1) For any door on which Modification 5382 has been accomplished: Perform the initial inspection within 9 years since airplane manufacture, or within 1 year after the effective date of this AD, whichever occurs later.

(2) For any door on which Modification 5382 has not been accomplished, and on which the procedures described in Airbus Service Bulletin A310-53-2004, Revision 2, dated June 17, 1985, or Airbus Service

Information Letter 53-033, Revision 2, dated November 23, 1984, have been accomplished: Perform the initial inspection within 5 years since airplane manufacture, or within 1 year after the effective date of this AD, whichever occurs later.

(3) For any door on which Modification 5382 has not been accomplished, and on which the procedures described in Airbus Service Bulletin A310-53-2004, Revision 2, dated June 17, 1985, or Airbus Service Information Letter 53-033, Revision 2, dated November 23, 1984, have not been accomplished: Perform the initial inspection within 4 years since airplane manufacture, or within 1 year after the effective date of this AD, whichever occurs later.

(b) Perform repetitive inspections of the areas behind the scuff plates below the passenger/crew doors and bulk cargo door to detect cracks and corrosion, in accordance with Airbus Service Bulletin A310-53-2041, Revision 02, dated July 2, 1996; at the applicable times specified in paragraphs (b)(1), (b)(2), and (b)(3) of this AD.

Accomplishment of these inspections is not required for the aft passenger/crew doors if a steel doubler that covers the entire inspection area is installed.

(1) For the forward passenger/crew doors, the bulk cargo door, and the aft passenger/crew doors, except the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler, on all Model A310-200 and -300 series airplanes: Perform the first inspection within 5 years after accomplishing the inspection required by paragraph (a) of this AD; and repeat the inspection thereafter at intervals not to exceed 5 years.

(2) For the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler of the aft passenger/crew door on all Model A310-200 series airplanes: Perform the first inspection within 5 years or 12,000 landings after accomplishing the inspection required by paragraph (a) of this AD, whichever occurs first; and repeat the inspection thereafter at intervals not to exceed 5 years or 12,000 landings, whichever occurs first.

(3) For the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler of the aft passenger/crew door on all Model A310-300 series airplanes: Perform the first inspection within 5 years or 7,000 landings after accomplishing the inspection required by paragraph (a) of this AD, whichever occurs first; and repeat the inspection thereafter at intervals not to exceed 5 years or 7,000 landings, whichever occurs first.

(c) If any crack is found during any inspection required by paragraph (b) of this AD, prior to further flight, repair in accordance with Airbus Service Bulletin A310-53-2041, Revision 02, dated July 2, 1996. Thereafter, perform the repetitive inspections required by paragraph (b) of this AD at the applicable times specified in paragraphs (b)(1), (b)(2), and (b)(3) of this AD.

(d) If any corrosion is found during any inspection required by paragraph (b) of this AD, prior to further flight, repair in accordance with Airbus Service Bulletin A310-53-2041, Revision 02, dated July 2, 1996. Thereafter, perform the repetitive

inspections required by paragraph (b) of this AD at the applicable time specified in paragraph (d)(1) or (d)(2) of this AD.

(1) For Model A310-200 series airplanes: Inspect at intervals not to exceed 5 years or 9,600 landings, whichever occurs first.

(2) For Model A310-300 series airplanes: Inspect at intervals not to exceed 5 years or 5,600 landings, whichever occurs first.

Note 2: Accomplishment of the actions required by paragraph (b), (c), or (d) of this AD in accordance with Airbus Service Bulletin A310-53-2041, Revision 1, dated March 6, 1991, prior to the effective date of this AD, is acceptable for compliance with that paragraph.

(e) Perform an inspection to detect cracking of the holes of the corner doublers, the fail-safe ring, and the door frames of the left-and right-hand forward, mid, and aft passenger/crew door structures, in accordance with Airbus Service Bulletin A310-53-2037, Revision 1, dated April 29, 1992, and at the applicable times specified in paragraphs (e)(1), (e)(2), and (e)(3) of this AD.

(1) For the upper corners of the forward doors: Inspect prior to the accumulation of 20,000 total landings, or within 2,000 landings after the effective date of this AD, whichever occurs later.

(2) For the lower corners of the forward doors: Inspect prior to the accumulation of 20,000 total landings, or within 4,000 landings after the effective date of this AD, whichever occurs later.

(3) For the upper and lower corners of the aft doors, and for the parts underneath the corners of the upper door frames: Inspect prior to the accumulation of 20,000 total landings, or within 4,000 landings after the effective date of this AD, whichever occurs later.

(f) Repeat the inspections required by paragraph (e) of this AD at the applicable times specified in paragraphs (f)(1), (f)(2), (f)(3), (f)(4), and (f)(5).

(1) For the upper corners of the forward doors: Inspect at intervals not to exceed 6,000 landings.

(2) For the lower corners of the forward doors: Inspect at intervals not to exceed 10,000 landings.

(3) For the upper and lower corners of the aft doors on which an inspection required by paragraph (e) of this AD was accomplished using a Roto test technique: Inspect at intervals not to exceed 8,000 landings.

(4) For the upper and lower corners of the aft doors on which an inspection required by paragraph (e) of this AD was accomplished using an X-ray technique: Inspect at intervals not to exceed 3,500 landings.

(5) For the areas around the fasteners in the vicinity of stringer 12 on the upper door frames of the aft doors on which an inspection required by paragraph (e) of this AD was accomplished using a visual technique: Inspect at intervals not to exceed 6,900 landings.

(g) If any crack is found during any inspection required by paragraph (e) or (f) of this AD: Prior to further flight, accomplish the requirement of paragraph (g)(1) or (g)(2) of this AD, as applicable.

(1) If any crack is found, and the crack can be eliminated using the method specified in Airbus Service Bulletin A310-53-2037, Revision 1, dated April 29, 1992: Prior to further flight, repair the crack in accordance with that service bulletin.

(2) If any crack is found, and the crack cannot be eliminated using the method specified in Airbus Service Bulletin A310-53-2037, Revision 1, dated April 29, 1992:

Prior to further flight, repair the crack in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(h) Modification of the passenger/crew door frames in accordance with Airbus Service Bulletin A310-53-2017, Revision 7, dated February 25, 1992, constitutes terminating action for the repetitive inspections required by paragraph (f) of this AD.

(i) 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 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.

(j) 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.

(k) Except as provided by paragraphs (g)(2) and (h), the actions shall be done in accordance with the following Airbus service bulletins, which contain the specified effective pages:

Service bulletin referenced and date	Page number shown on page	Revision level shown on page	Date shown on page
A310-53-2030, Revision 5, March 6, 1991	1-2, 4-5, 7-9, 14	5	March 6, 1991.
A310-53-2041, Revision 02, July 2, 1996	3, 6, 10-13, 15-17	4	December 5, 1990.
A300-53-2037, Revision 1, April 29, 1992	1-21	02	July 2, 1996.
	1, 4, 6, 11-15, 18, 29, 39-44, 46, 57.	1	April 29, 1992.
	2-3, 5, 7-10, 16-17, 19-28, 30-38, 45, 47-56, 58-60.	Original	December 11, 1990.

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 4: The subject of this AD is addressed in French airworthiness directive 91-132-124(B), dated June 26, 1991, as amended by a Correction, dated August 21, 1991.

(l) This amendment becomes effective on September 4, 1998.

Issued in Renton, Washington, on July 24, 1998.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-20338 Filed 7-30-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ANM-05]

Establishment of Class E Airspace; Moses Lake, WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class E surface area at Grant County Airport, Moses Lake, WA. The effect of this action is to provide controlled airspace between the surface and the en route