

(d) As an alternative method of compliance to the actions required by this AD, including the actions in paragraphs (a), (b)(1), and (b)(2), modify the fuel tank vent valve system in accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 28-005, dated May 4, 1998.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

(2) Alternative methods of compliance approved in accordance with AD 98-11-01 R1 (revised by this action), AD 98-11-01 (revised by AD 98-11-01 R1), and AD 97-23-04 (superseded by AD 98-11-01) are considered approved as alternative methods of compliance for this AD.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(g) Questions or technical information to the service information referenced in this document should be directed to Pilatus Aircraft Ltd., CH-6370 Stans, Switzerland. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(h) The replacement required by this AD shall be done in accordance with Pilatus Service Bulletin No. 28-003, Revision 1, dated September 30, 1997. The drilling required by this AD shall be done in accordance with Pilatus Service Bulletin No. 28-004, dated March 27, 1998. The modification required by this AD shall be done in accordance with Pilatus Service Bulletin No. 28-005, dated May 4, 1998.

(1) The incorporation by reference of Pilatus Service Bulletin No. 28-003, dated September 30, 1997, was previously approved by the Director of the Federal Register as of December 1, 1997 (62 FR 59993, November 6, 1997).

(2) The incorporation by reference of Pilatus Service Bulletin No. 28-004, dated March 27, 1998, was previously approved by the Director of the Federal Register as of June 7, 1998 (63 FR 27195, May 18, 1998).

(3) The incorporation by reference of Pilatus Service Bulletin No. 28-005, dated May 4, 1998, was previously approved by the Director of the Federal Register as of September 22, 1998 (63 FR 34565, June 25, 1998).

(4) Copies of these service bulletins may be obtained from Pilatus Aircraft Ltd., CH-6370 Stans, Switzerland. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, 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 Swiss AD HB 97-432A, dated October 3, 1997; Swiss AD HB 98-086, dated March 31, 1998; and Swiss AD HB 98-126, dated May 15, 1998.

(i) This amendment revises AD 98-11-01 R1, amendment 39-10608; which revised AD 98-11-01, Amendment 39-10528; which superseded AD 97-23-04, Amendment No. 39-10192.

(j) This amendment becomes effective on September 22, 1998.

Issued in Kansas City, Missouri, on July 23, 1998.

Michael Gallagher,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-20439 Filed 7-30-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-19-AD; Amendment 39-10684; AD 98-16-08]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Airbus Model A300-600 and A310 series airplanes, that currently requires revising the Airplane Flight Manual (AFM) to instruct the flightcrew to cross-check certain primary power setting parameters of the Thrust Control Computer (TCC) against tables of these values; and apply corrective action, if necessary. That AD also provides for optional terminating action for the AFM revisions. This amendment requires accomplishment of the previously optional terminating action. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent incorrect primary power setting parameters of the TCC, which could result in insufficient thrust being applied during takeoff.

DATES: Effective September 4, 1998.

The incorporation by reference of certain publications as listed in the regulations was approved previously by the Director of the Federal Register as of

January 22, 1998 (63 FR 658, January 7, 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) by superseding AD 98-01-09, amendment 39-10272 (63 FR 658, January 7, 1998), which is applicable to certain Airbus Model A300-600 and A310 series airplanes, was published in the **Federal Register** on May 28, 1998 (63 FR 29146). The action proposed to continue to require revising the Airplane Flight Manual (AFM) to instruct the flightcrew to cross-check certain primary power setting parameters of the Thrust Control Computer (TCC) against tables of these values; and apply corrective action, if necessary. The action also proposed to require accomplishment of the previously optional terminating action.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 94 airplanes of U.S. registry that will be affected by this AD.

The AFM revision that is currently required by AD 98-01-09, and retained in this AD, takes approximately 1 work hour 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 AFM revision on U.S. operators is estimated to be \$5,640, or \$60 per airplane.

The modification that is required by this new AD will take approximately 3 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$4,300 per airplane. Based on these figures, the cost impact of the new requirements of the modification required by this AD on U.S. operators is estimated to be \$421,120, or \$4,480 per airplane.

The cost impact figures discussed above are 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.

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 removing amendment 39-10272 (63 FR 658, January 7, 1998), and by adding a new airworthiness directive (AD), amendment 39-10684, to read as follows:

98-16-08 Airbus Industrie: Amendment 39-10684. Docket 98-NM-19-AD. Supersedes AD 98-01-09, Amendment 39-10272.

Applicability: Model A300-600 and A310 series airplanes equipped with General Electric CF6-80C2 engines on which Airbus Modification 7174, 7588, or 8246 has not been accomplished; and Model A300-600 and A310 series airplanes equipped with Pratt & Whitney PW 4000 engines on which Airbus Modification 7694 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 incorrect primary power setting parameters of the Thrust Control Computer (TCC), which could result in insufficient thrust being applied during takeoff, accomplish the following:

Restatement of Requirements of AD 98-01-09:

(a) Within 15 days after January 22, 1998 (the effective date of AD 98-01-09, amendment 39-10272), revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) by inserting a copy of A300-600 or A310 Flight Manual Temporary Revision 4.03.00/18, 4.03.00/19, 4.03.00/20, or 4.03.00/21, all dated November 4, 1996; as applicable; into the AFM.

Note 2: When the temporary revision specified in paragraph (a) of this AD has been incorporated into the general revisions of the AFM, the general revisions may be inserted into the AFM, provided the information contained in the general revision is identical to that specified in the applicable temporary revision cited in paragraph (a).

New Requirements of this AD:

(b) Within 15 months after the effective date of this AD, modify the TCC in accordance with the applicable Airbus service bulletins specified below. (The applicability of the service bulletins is specified in the effectivity section of each service bulletin.)

- A310-22-2025, dated April 18, 1989;
- A310-22-2027, dated June 8, 1990;

- A310-22-2031, dated September 2, 1991;
- A310-22-2035, Revision 1, dated July 13, 1994;
- A300-22-6010, dated April 18, 1989;
- A300-22-6011, dated June 8, 1990; or
- A300-22-6017, dated September 2, 1991.

Accomplishment of the modification of the TCC constitutes terminating action for the requirements of paragraph (a) of this AD. After the modification has been accomplished, the temporary revision may be removed from the AFM.

(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 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.

(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.

(e) The actions shall be done in accordance with Airbus A300-600 Flight Manual Temporary Revision 4.03.00/18, dated November 4, 1996; Airbus Model A300-600 Flight Manual Temporary Revision 4.03.00/19, dated November 4, 1996; Airbus A310 Flight Manual Temporary Revision 4.03.00/20, dated November 4, 1996; or Airbus A310 Flight Manual Temporary Revision 4.03.00/21, dated November 4, 1996; as applicable. The modification, if accomplished, shall be done in accordance with Airbus Service Bulletin A310-22-2025, dated April 18, 1989; Airbus Service Bulletin A310-22-2027, dated June 8, 1990; Airbus Service Bulletin A310-22-2031, dated September 2, 1991; Airbus Service Bulletin A310-22-2035, Revision 1, dated July 13, 1994; Airbus Service Bulletin A300-22-6010, dated April 18, 1989; Airbus Service Bulletin A300-22-6011, dated June 8, 1990; or Airbus Service Bulletin A300-22-6017, dated September 2, 1991; as applicable. This incorporation by reference was approved previously by the Director of the Federal Register as of January 22, 1998 (63 FR 658, January 7, 1998).

Note 4: The subject of this AD is addressed in French airworthiness directive 97-110-218(B), dated May 7, 1997.

(f) 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. 98-20431 Filed 7-30-98; 8:45 am]

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