

**Note 2:** Accomplishment of the inspection prior to the effective date of this AD in accordance with Airbus Service Bulletin A320-57-1090, dated April 19, 1996, is also considered acceptable for compliance with paragraph (a) of this AD.

(1) If no cracking is found, repeat the inspection thereafter at intervals not to exceed 10,000 flight cycles.

(2) If any cracking is found during any inspection required by this AD, prior to further flight, replace each cracked pick-up angle and its associated diaphragms with improved parts, in accordance with Airbus Service Bulletin A320-57-1025, Revision 05, dated June 26, 1997. For all pick-up angles not replaced with improved angles, repeat the inspection thereafter at intervals not to exceed 10,000 flight cycles.

(b) Replacement of a pick-up angle and its associated diaphragms with improved parts, in accordance with Airbus Service Bulletin A320-57-1025, Revision 05, dated June 26, 1997, constitutes terminating action for the repetitive inspection requirements for that pick-up angle.

**Note 3:** Accomplishment of the replacement prior to the effective date of this AD in accordance with Airbus Service Bulletin A320-57-1025, Revision 2, dated November 25, 1994; Revision 3, dated May 22, 1995; or Revision 4, dated December 8, 1995; is also considered acceptable for compliance with paragraphs (a)(2) and (b) of this AD.

(c) If any crack is detected during any inspection required by this AD, and the applicable service bulletin specifies to contact Airbus for appropriate action: Prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (or its delegated agent).

(d) 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 request through an appropriate FAA Principal Maintenance

Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(e) 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.

(f) The inspections shall be done in accordance with Airbus Service Bulletin A320-57-1090, Revision 01, dated June 10, 1997. Except as provided by paragraph (c) of this AD, the replacement, if accomplished, shall be done in accordance with Airbus Service Bulletin A320-57-1025, Revision 05, dated June 26, 1997, which contains the following effective pages:

Page number shown on page	Revision level shown on page	Date shown on page
1, 13, 30-32, 101, 102 .....	05 .....	June 26, 1997.
2-5 .....	4 .....	December 8, 1995.
10, 15, 19, 24, 28, 29 .....	3 .....	May 22, 1995.
6-9, 11, 12, 14, 16-18, 20-23 25-27, 33-100, 103-106 .....	2 .....	November 25, 1994.

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 5:** The subject of this AD is addressed in French airworthiness directive CN 97-084-097 (B), dated March 12, 1997.

(g) This amendment becomes effective on October 30, 1998.

Issued in Renton, Washington, on September 17, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 98-25474 Filed 9-24-98; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 97-NM-192-AD; Amendment 39-10797; AD 98-20-30]

RIN 2120-AA64

**Airworthiness Directives; Airbus Model A320 Series Airplanes Equipped With a Bulk Cargo Door**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to all Airbus Model A320 series airplanes equipped with a bulk cargo door, that requires repetitive inspections to detect fatigue cracking of the upper frame flanges; and repair, if necessary. This amendment also requires modification of the upper frame flanges of the bulk cargo door, which constitutes terminating action for the repetitive inspections. 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 fatigue cracking of the upper frame flanges, which could

result in reduced structural integrity of the airplane.

**DATES:** Effective October 30, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 30, 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 A320 series airplanes equipped with a bulk cargo door was published in the **Federal Register** on August 7, 1998 (63

FR 42286). That action proposed to require repetitive inspections to detect fatigue cracking of the upper frame flanges; and repair, if necessary. That action also proposed to require modification of the upper frame flanges of the bulk cargo door, which constitutes terminating action for the repetitive inspections.

### 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

The FAA estimates that 8 airplanes of U.S. registry will be affected by this AD.

It will take approximately 1 work hour per airplane to accomplish the required inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be \$480, or \$60 per airplane, per inspection cycle.

It will take approximately 4 work hours per airplane to accomplish the required modification, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be \$1,920, or \$240 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 adding the following new airworthiness directive:

**98-20-30 Airbus Industrie:** Amendment 39-10797. Docket 97-NM-192-AD.

**Applicability:** Model A320 series airplanes, equipped with a bulk cargo door (Airbus Modification 20029), 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 fatigue cracking of the upper frame flanges, which could result in reduced structural integrity of the airplane, accomplish the following:

(a) Prior to the accumulation of 20,000 total flight cycles, or within 1,200 flight cycles after the effective date of this AD, whichever occurs later: Perform a high frequency eddy

current inspection to detect fatigue cracking of the upper frame flanges, in accordance with Airbus Service Bulletin A320-53-1022, Revision 1, dated June 18, 1992.

(1) If no cracking is detected, accomplish either paragraph (a)(1)(i) or (a)(1)(ii) of this AD.

(i) Repeat the eddy current inspection thereafter at intervals not to exceed 1,200 flight cycles until accomplishment of the requirements of paragraph (b) of this AD. Or

(ii) Prior to further flight, modify the upper frame flanges, in accordance with Airbus Service Bulletin A320-53-1021, Revision 1, dated April 13, 1992. This modification constitutes terminating action for the requirements of this AD.

(2) If any cracking is detected, prior to further flight, repair in accordance with Airbus Service Bulletin A320-53-1021, Revision 1, dated April 13, 1992.

Accomplishment of the repair constitutes terminating action for the requirements of this AD.

(b) Prior to the accumulation of 26,000 total flight cycles, or within 6,000 flight cycles after the effective date of this AD, whichever occurs later: Perform a high frequency eddy current inspection to detect fatigue cracking of the upper frame flanges, in accordance with Airbus Service Bulletin A320-53-1021, Revision 1, dated April 13, 1992.

(1) If no cracking is detected, prior to further flight, modify the upper frame flanges, in accordance with the service bulletin. Accomplishment of this modification constitutes terminating action for the requirements of this AD.

(2) If any cracking is detected, prior to further flight, repair in accordance with the service bulletin. Accomplishment of the repair constitutes terminating action for the 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, 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 §§ 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 inspections, repairs, and modification 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
A320-53-1022, .....	1-6	1 .....	June 18, 1992.
Revision 1, .....		.....	
June 18, 1992 .....	7, 8	Original .....	October 17, 1991.
A320-53-1021, .....	1, 4-24	1 .....	April 13, 1992
Revision 1, .....		.....	
April 13, 1992 .....	2, 3	Original .....	October 17, 1991

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 3:** The subject of this AD is addressed in French airworthiness directive 96-238-091(B), dated October 23, 1996.

(f) This amendment becomes effective on October 30, 1998.

Issued in Renton, Washington, on September 17, 1998.

**Darrell M. Pederson,**

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

[FR Doc. 98-25473 Filed 9-24-98; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 98-NM-138-AD; Amendment 39-10799; AD 98-20-32]

RIN 2120-AA64

**Airworthiness Directives; Short Brothers Model SD3-60 SHERPA Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to all Short Brothers Model SD3-60 SHERPA series airplanes, that requires an initial cleaning and visual inspection of the distance piece and adjacent side plates of the fuselage wing strut pick-up of the left- and right-stub wings to detect corrosion; rework or replacement of damaged components; and, for certain conditions, follow-on repetitive cleaning and visual inspections of reworked components. 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 detect and correct corrosion of the distance piece and adjacent side plates, which could result in reduced strength of the wing strut attachment to the stub wing on the fuselage, and consequent reduced structural integrity of the main wing.

**DATES:** Effective October 30, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 30, 1998.

**ADDRESSES:** The service information referenced in this AD may be obtained from Short Brothers, Airworthiness & Engineering Quality, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland. 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 Short Brothers Model SD3-60 SHERPA series airplanes was published in the **Federal Register** on August 7, 1998 (63 FR 42288). That action proposed to require an initial cleaning and visual inspection of the distance piece and adjacent side plates of the fuselage wing strut pick-up of the left- and right-stub wings to detect corrosion; rework or replacement of damaged components; and, for certain conditions, follow-on repetitive cleaning and visual inspections of reworked components.

**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**

The FAA estimates that 28 airplanes of U.S. registry will be affected by this AD, that it will take approximately 5 work hours per airplane to accomplish the required inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be \$8,400, or \$300 per airplane, per inspection cycle.

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.

**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