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 adding the following new airworthiness directive:

Boeing: Docket 98–NM–238–AD.

Applicability: Model 757–200 series airplanes, as listed in Boeing Service Bulletin 747–25–0180, dated October 9, 1997; 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 (b) 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 a life raft from falling from its stowage compartment, and consequently injuring nearby occupants or delaying or impeding the evacuation of passengers during an emergency landing, accomplish the following:

(a) Within 18 months after the effective date of this AD, replace the stringer clip(s) with a new stringer clip(s), and modify the life raft support structure and/or life raft door, as applicable, in accordance with Boeing Service Bulletin 757–25–0180, dated October 9, 1997.

(b) 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, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

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

(c) 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.

Issued in Renton, Washington, on December 11, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–33391 Filed 12–16–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–66–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A310 and A300–600 Series Airplanes Equipped With General Electric CF6–80C2 Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Airbus Model A310 and A300–600 series airplanes. This proposal would require repetitive flow checks of the hydraulic pump drain system to ensure that the system is not clogged, and correction of any discrepancy. This proposal also would require replacement of the existing magnetic seals of the accessory gearbox assembly with new, improved seals. Replacement of certain seals would terminate the requirement for repetitive flow checks. This proposal also would require replacement of the engine drain modules with drain manifolds. 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 contamination of the engine accessory gearbox oil with hydraulic fluid, which could result in an in-flight engine shutdown.

DATES: Comments must be received by January 19, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 96–NM–66–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 96–NM–66–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. 96–NM–66–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The Direction Generale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, has notified the FAA that an unsafe condition may exist on certain Airbus Model A310 and A300–600 series airplanes. The DGAC advises that it has received reports of contamination of the engine oil on both of these airplane models. Investigation revealed that the contamination was due to failure of the seal of the green hydraulic pump shaft, which was caused by an increase in the backflow pressure due to clogging of the hydraulic pump drain system. Failure of the seal of the green hydraulic pump shaft, if not corrected, could permit contamination of the engine accessory gearbox oil, which could result in an in-flight engine shutdown.

Explanation of Relevant Service Information

Airbus has issued Service Bulletins A310–72–2020, Revision 2, dated January 13, 1993 (for Airbus Model A310 series airplanes), and A300–72–6016, Revision 2, dated January 13, 1993 (for Airbus Model A300–600 series airplanes). These service bulletins describe procedures for repetitive flow checks of the hydraulic pump drain system to ensure that the system is not clogged, and correction of any discrepancy.

Airbus also has issued Service Bulletins A310–72–2017, Revision 3, dated August 6, 1993 (for certain Model A310 series airplanes), and A300–72–6013, Revision 3, dated August 6, 1993 (for certain Model A300–600 series airplanes). These service bulletins describe procedures for replacing (on both engines) the existing magnetic seal of the green hydraulic system on the accessory gearbox assembly with a new, improved spring-loaded seal and ring assembly. Such replacement would reduce the possibility for failure of the seal due to backflow pressure caused by clogging of the hydraulic pump drain system. The replacement also would eliminate the need for repetitive flow checks for certain airplanes.

Airbus also has issued Service Bulletins A310–72–2031, dated July 24, 1995, as revised by Change Notice O.A, dated October 12, 1995 (for Model A310 series airplanes), and A300–72–6027, dated July 24, 1995 (for Model A300–600 series airplanes). These service bulletins describe procedures for replacing (on both engines) the existing magnetic seals of the yellow and blue hydraulic systems, the starter, and the integrated drive generator on the accessory gearbox assembly with new, improved spring-loaded seal and ring assemblies. Such replacement would reduce the possibility of failure of the seals due to backflow pressure caused by clogging of the hydraulic pump drain system. The replacement also would eliminate the need for repetitive flow checks for certain airplanes.

Additionally, Airbus has issued A310–72–2029, Revision 1, dated June 22, 1995, as revised by Change Notice 1.A., dated March 13, 1997, and Change Notice 1.B., dated June 16, 1997 (for Model A310 series airplanes); and A300–72–6025, Revision 1, dated June 22, 1995 (for Model A300–600 series airplanes). These service bulletins describe procedures for replacement of the engine drain modules with drain manifolds. Such replacement will reduce the possibility of clogging of the drain lines.

The DGAC classified these service bulletins as mandatory and issued French airworthiness directives 92–230–135(B)R1, dated October 13, 1993; 95–183–185(B), dated September 27, 1995; and 95–184–186(B), dated September 27, 1995, 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 UnitedStates.

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 require accomplishment of the actions specified in the service bulletins described previously.

Cost Impact

The FAA estimates that 64 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 3 work hours per airplane to accomplish the proposed flow checks, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the flow checks proposed by this AD on U.S. operators is estimated to be $11,520, or $180 per airplane, per flow check cycle.

It would take approximately 24 work hours per airplane (12 work hours per engine) to accomplish the proposed replacement of the magnetic seals with spring-loaded seal and ring assemblies, at an average labor rate of $60 per work hour. Required parts for this replacement would cost approximately $12,000 per airplane. Based on these figures, the cost impact of this replacement proposed by this AD on U.S. operators is estimated to be $860,160, or $13,440 per airplane.

It would take approximately 16 work hours per airplane (8 work hours per engine) to accomplish the replacement of the drain modules with drain manifolds, at an average labor rate of $60 per work hour. Required parts for this replacement would cost approximately $13,200 per airplane. Based on these figures, the cost impact of this replacement proposed by this AD on U.S. operators is estimated to be $906,240, or $14,160 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the 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 RegulatoryFlexibility 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 adding the following new airworthiness directive:

Airbus Industrie: Docket 96–NM–66–AD.

Applicability: Model A310 and A300–600 series airplanes; equipped with General Electric CF6–80C2 engines; except those airplanes on which AirbusModifications 8952 and 10401, or Airbus Modification 10656 has been installed; 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 (f) 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 contamination of the engine accessory gearbox oil with hydraulic fluid, which could result in an in-flight engine shutdown, accomplish the following:

(a) For airplanes on which Airbus Modification 8952 has not been installed: Within 30 days after the effective date of this AD, perform a flow check of the hydraulic pump drain system to ensure that the system is not clogged and, prior to further flight, correct any discrepancies, in accordance with either paragraph (a)(1) or (a)(2) of this AD, as applicable. Repeat the flow check thereafter at intervals not to exceed 500 flight hours until the modification required by paragraph (b) of this AD is accomplished.

(1) For Model A310 series airplanes: Perform the flow checks and correct any discrepancy in accordance with Airbus Service Bulletin A310–72–2020, Revision 2, dated January 13, 1993.

Note 2: Flow checks and corrective actions accomplished prior to the effective date of this AD in accordance with the original issue of Airbus Service Bulletin A310–72–2020, dated September 14, 1992, or Revision 1, dated November 25, 1992, are considered acceptable for compliance with paragraph (a)(1) of this AD.

(2) For Model A300–600 series airplanes: Perform the flow checks and correct any discrepancy in accordance with Airbus Service Bulletin A300–72–6016, Revision 2, dated January 13, 1993.

Note 3: Flow checks and corrective actions accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A300–72–6016, dated September 14, 1992, are considered acceptable for compliance with paragraph (a)(2) of this AD.

(b) For airplanes on which Airbus Modification 8952 has not been installed and that are not operating under extended range twin-engine operations (ETOPS): Within 3 months after the effective date of this AD, replace (on both engines) the existing magnetic seal of the green hydraulic system on the accessory gearbox assembly with a new, improved spring-loaded seal and ring assembly, in accordance with either paragraph (b)(1) or (b)(2) of this AD, as applicable. Accomplishment of this replacement constitutes terminating action for the repetitive flow check requirements specified in paragraph (a) of this AD.

(1) For Model A310 series airplanes: Accomplish the replacement in accordance with Airbus Service Bulletin A310–72–2017, Revision 3, dated August 6, 1993.

(2) For Model A300–600 series airplanes: Accomplish the replacement in accordance with Airbus Service Bulletin A300–72–6013, Revision 3, dated August 6, 1993.

(c) For airplanes on which Airbus Modification 8952 has not been installed and that are operating under ETOPS: Within 10 days after the effective date of this AD, replace (on both engines) the existing magnetic seal of the green hydraulic system on the accessory gearbox assembly with a new, improved spring-loaded seal and ring assembly, in accordance with either paragraph (c)(1) or (c)(2) of this AD, as applicable. Accomplishment of this replacement constitutes terminating action for the repetitive flow check requirements specified in paragraph (a) of this AD.

(1) For Model A310 series airplanes: Accomplish the replacement in accordance with Airbus Service Bulletin A310–72–2017, Revision 3, dated August 6, 1993.

(2) For Model A300–600 series airplanes: Accomplish the replacement in accordance with Airbus Service Bulletin A300–72–6013, Revision 3, dated August 6, 1993.

(d) For airplanes on which Airbus Modifications 8952 and 10401 have not been installed: Within 18 months after the effective date of this AD, replace (on both engines) the existing magnetic seals of the yellow and blue hydraulic systems, the starter, and the integrated drive generator on the accessory gearbox assembly with new, improved spring-loaded seal and ring assemblies, in accordance with either paragraph (d)(1) or (d)(2) of this AD, as applicable. Accomplishment of this replacement constitutes terminating action for the repetitive flow check requirements specified in paragraph (a) of this AD.

(1) For Model A310 series airplanes: Accomplish the replacement in accordance with Airbus Service Bulletin A310–72–2031, dated July 24, 1995, as revised by Change Notice O.A., dated October 12, 1995.

(2) For Model A300–600 series airplanes: Accomplish the replacement in accordance with Airbus Service Bulletin A300–72–6027, dated July 24, 1995.

(e) For airplanes on which Airbus Modification 10656 has not been installed: Within 5 years after the effective date of this AD, replace the drain modules with drain manifolds in accordance with either paragraph (e)(1) or (e)(2) of this AD, as applicable.

(1) For Model A310 series airplanes: Accomplish the replacement in accordance with Airbus Service Bulletin A310–72–2029, Revision 1, dated June 22, 1995, as revised by Change Notice 1.A., dated March 13, 1997, and Change Notice 1.B., dated June 16, 1997.

(2) For Model A300–600 series airplanes: Accomplish the replacement in accordance with Airbus Service Bulletin A300–72–6025, Revision 1, dated June 22, 1995.

(f) 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 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.

(g) 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 5: The subject of this AD is addressed in French airworthiness directives 92–230–135(B) R1, dated October 13, 1993; 95–183–185(B), dated September 27, 1995; and 95–184–186(B), dated September 27, 1995.

Issued in Renton, Washington, on December 11, 1998.

Darrell M. Pederson, Acting Manager,

Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–33387 Filed 12–16–98; 8:45 am]

BILLING CODE 4910–13–U