

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 (d) 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 inadvertent and uncommanded rudder trim activation, which could result in yaw and roll excursions and consequent reduced controllability of the airplane, accomplish the following:

Corrective Actions

(a) Within 90 days after the effective date of this AD, replace the rudder trim switch, part number (P/N) 097-023-00, in the flight compartment, with a new switch, P/N 097-023-01; and modify the wiring in panel 408VU; in accordance with Airbus Service Bulletin A310-27-2084, Revision 01 (for Model A310 series airplanes), or A300-27-6037, Revision 01 (for Model A300-600 series airplanes); both dated September 29, 1998; as applicable.

Note 2: Accomplishment of the actions required by paragraph (a) of this AD in accordance with Airbus Service Bulletin A310-27-2084 (for Model A310 series airplanes), or A300-27-6037 (for Model A300-600 series airplanes), both dated February 12, 1997; as applicable; is acceptable for compliance with that paragraph.

(b) Within 10 months after the effective date of this AD, replace the rudder trim control knob on the rudder trim switch with an improved new knob in accordance with Airbus Service Bulletin A310-27-2087, Revision 01 (for Model A310 series airplanes); or A300-27-6042, Revision 01 (for Model A300-600 series airplanes); both dated February 17, 1999; as applicable.

Note 3: Accomplishment of the actions required by paragraph (b) of this AD in accordance with Airbus Service Bulletin A310-27-2087 (for Model A310 series airplanes), or A300-27-6042 (for Model A300-600 series airplanes); both dated October 2, 1998; as applicable; is acceptable for compliance with that paragraph.

Spares

(c) As of the effective date of this AD, no person shall install in the flight compartment of any airplane a rudder trim switch having P/N 097-023-00.

Alternative Methods of Compliance

(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, 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.

(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.

Note 5: The subject of this AD is addressed in French airworthiness directives 97-111-219(B), dated May 7, 1997, and 1999-012-275(B), dated January 13, 1999.

Issued in Renton, Washington, on September 28, 1999.

D. L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-303-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300, A310, A300-600 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 A300, A310, and A300-600 series airplanes, that currently requires a one-time operational test and repetitive functional tests of the free fall control mechanism of the landing gear to ensure proper release of the main landing gear (MLG), and corrective action, if necessary. It also requires eventual modification of the free fall control mechanism of the landing gear, which constitutes terminating action for the repetitive functional tests. That amendment was prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. This proposed AD would require, for certain airplanes, that the modification of the free fall control mechanism of the landing gear be accomplished in accordance with a corrected version of the manufacturer's

service bulletin. The actions specified by this proposal are intended to prevent malfunction of the free fall control mechanism of the landing gear, which could result in the inability to extend the MLG in the event of failure of the hydraulic extension system.

DATES: Comments must be received by November 4, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-303-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 98-NM-303-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. 98-NM-303-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On June 29, 1998, the FAA issued AD 98-14-13, amendment 39-10646 (63 FR 36832, July 8, 1998), applicable to certain Airbus Model A300, A310, and A300-600 series airplanes, to require a one-time operational test and repetitive functional tests of the free fall control mechanism of the landing gear to ensure proper release of the main landing gear (MLG), and corrective action, if necessary. It also requires eventual modification of the free fall control mechanism of the landing gear, which constitutes terminating action for the repetitive functional tests. That amendment was prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The requirements of that AD are intended to prevent malfunction of the free fall control mechanism of the landing gear, which could result in the inability to extend the MLG in the event of failure of the hydraulic extension system.

Actions Since Issuance of Previous Rule

Since issuance of AD 98-14-13, the manufacturer and the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, have advised the FAA that an error exists in Airbus Service Bulletin A310-32-2111, Revision 01, dated October 10, 1997. That service bulletin describes procedures for modification of the free fall control mechanism of the landing gear on Airbus Model A310 series airplanes, and was referenced as the appropriate source of service information for the modification of Airbus Model A310 series airplanes required by that AD. Certain part numbers shown in that service bulletin are incorrect for one of the two telescopic rod assemblies of the free fall control mechanism of the MLG. This error was corrected in Revision 02, dated June 23, 1998, of Airbus Service Bulletin A310-32-2111.

The FAA now has determined that further rulemaking action is necessary to require the modification of Airbus Model A310 series airplanes, described

previously, to be accomplished in accordance with Revision 02 of Airbus Service Bulletin A310-32-2111, and, if the modification was installed in accordance with an earlier service bulletin revision, removal of the discrepant parts and installation of the correct part number parts.

Explanation of Relevant Service Information

Airbus has issued Service Bulletins A300-32-0425 (for Model A300 series airplanes), A300-32-6072 (for Model A300-600 series airplanes), and A310-32-2111 (for Model A310 series airplanes); all Revision 02; all dated June 23, 1998. These service bulletins describe procedures for modification of the free fall control mechanism of the landing gear. The modification includes removing telescopic rods and cranks or crank assemblies from the MLG part of the free fall control mechanism of the landing gear, replacing the telescopic rods with new parts, and replacing the cranks or crank assemblies with improved parts. Accomplishment of the modification eliminates the need for the repetitive inspections described previously.

The procedures for the modification in Revision 02 of the service bulletins for Model A300 and A300-600 series airplanes are identical to those described in Revision 01 of the service bulletins (which were referenced in AD 98-14-13). As discussed previously, the procedures for the modification in Revision 02 of the service bulletin for Model A310 series airplanes differ from those described in Revision 01 of the service bulletin (which was referenced in AD 98-14-13) in that certain part numbers for one of the two telescopic rod assemblies have been corrected in Revision 02.

Accomplishment of the actions specified in the service bulletins described previously is intended to adequately address the identified unsafe condition. The DGAC classified the service bulletins as mandatory and issued French airworthiness directive 97-113-221(B) R2, dated August 12, 1998, 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 98-14-13 to continue to require a one-time operational test and repetitive functional tests of the free fall control mechanism of the landing gear to ensure proper release of the main landing gear (MLG), and corrective action, if necessary. The proposed AD would continue to require eventual modification of the free fall control mechanism of the landing gear, which constitutes terminating action for the repetitive functional tests. The actions would be required to be accomplished in accordance with the service bulletins described previously. This action would require, for certain airplanes, that the modification of the free fall control mechanism of the landing gear be accomplished in accordance with a later corrected version of the manufacturer's service bulletin.

Explanation of Compliance Time for Model A310 Series Airplanes

Operators should note that, while the appropriate source of service information that would be required for this AD for Model A310 series airplanes has changed, the compliance time remains the same. The FAA has determined that the compliance time, as proposed, represents an appropriate interval in which the modification can be accomplished in accordance with Revision 02 of Airbus Service Bulletin A310-32-2111 in a timely manner and still maintain an adequate level of safety.

Cost Impact

The FAA estimates that 24 Model A300 series airplanes, 41 Model A310 series airplanes, and 61 Model A300-600 series airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 3 work hours per airplane to accomplish the currently required operational test, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required operational test on U.S. operators is estimated to be \$22,680, or \$180 per airplane.

It would take approximately 2 work hours per airplane to accomplish the currently required functional test, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required functional test on U.S. operators is estimated to be \$15,120, or \$120 per airplane, per test cycle.

It would take approximately 26 work hours per airplane to accomplish the currently required modification on Model A300 and A300-600 series airplanes, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$2,630 per airplane. Based on these figures, the cost impact of the currently required actions on U.S. operators of Model A300 or A300-600 series airplanes is estimated to be \$356,150, or \$4,190 per airplane.

It would take approximately 28 work hours per airplane to accomplish the modification on Model A310 series airplanes, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$3,710 per airplane. Based on these figures, the cost impact of the currently required actions on U.S. operators of Model A310 series airplanes is estimated to be \$220,990, or \$5,390 per airplane.

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 39-10646 (63 FR 36832, July 8, 1998), and by adding a new airworthiness directive (AD), to read as follows:

Airbus Industrie: Docket 98-NM-303-AD. Supersedes AD 98-14-13, Amendment 39-10646.

Applicability: Model A300, A300-600, and A310 series airplanes, certificated in any category, as identified below:

- Model A300 and A300-600 series airplanes on which Airbus Modification 02781 has been accomplished and on which neither Airbus Modification 03433 nor 04443 has been accomplished;
- Model A310 series airplanes on which Airbus Modification 02781 has been accomplished and on which Airbus Modification 03433 has not been accomplished; and
- Model A310 series airplanes on which Airbus Service Bulletin A310-32-2111, dated March 10, 1997, or Revision 01, dated October 10, 1997; has been accomplished.

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 (d) 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 malfunction of the free fall control mechanism of the landing gear, which could result in the inability to extend the main landing gear (MLG) in the event of failure of the hydraulic extension system, accomplish the following:

Restatement of Actions Required by AD 98-14-13, Amendment 39-10646

(a) Within 600 flight hours after August 12, 1998 (the effective date of AD 98-14-13, amendment 39-10646), perform a one-time operational test of the free fall control

mechanism of the landing gear to ensure proper release of the MLG for extension by free fall, in accordance with Airbus Industrie All Operator Telex (AOT) 32-14, dated February 3, 1997, or Revision 01, dated March 13, 1997. If any discrepancy is detected in the functioning of the free fall control mechanism of the landing gear, prior to further flight, readjust the mechanism and repeat the operational test in accordance with the AOT. If any discrepancy is detected in the second operational test, prior to further flight, reregulate the free fall control mechanism in accordance with the AOT, and accomplish the actions required by paragraph (b) of this AD.

(b) Within 10 months after August 12, 1998, perform a functional test of the free fall control mechanism of the landing gear to ensure proper release of the MLG for extension by free fall, in accordance with Airbus Industrie AOT 32-14, dated February 3, 1997, or Revision 01, dated March 13, 1997. Thereafter, repeat the functional test of the free fall control mechanism of the landing gear at intervals not to exceed 12 months, until the modification required by paragraph (c) or (d) of this AD has been accomplished. During any test performed in accordance with paragraph (b) of this AD, if the free fall control mechanism of the landing gear fails to fully extend the MLG, prior to further flight, readjust or reregulate the mechanism in accordance with the AOT.

(c) For Model A300 and A300-600 series airplanes: Within 66 months after August 12, 1998, modify the free fall control mechanism of the landing gear in accordance with Airbus Industrie Service Bulletin A300-32-0425, Revision 02 (for Model A300 series airplanes); or A300-32-6072, Revision 02 (for Model A300-600 series airplanes); each dated June 23, 1998; as applicable. Accomplishment of the modification constitutes terminating action for the repetitive functional tests required by paragraph (b) of this AD.

Note 2: Modifications accomplished in accordance with Airbus Industrie Service Bulletin A300-32-0425, Revision 01 (for Model A300 series airplanes); or A300-32-6072, Revision 01 (for Model A300-600 series airplanes); each dated October 10, 1997; are acceptable for compliance with the requirements of paragraph (c) of this AD.

New Actions Required by This AD

(d) For Model A310 series airplanes: Within 66 months after August 12, 1998, modify the free fall control mechanism of the landing gear in accordance with Airbus Industrie Service Bulletin A310-32-2111, Revision 02, dated June 23, 1998. Accomplishment of the modification constitutes terminating action for the repetitive functional tests required by paragraph (b) of this AD.

Note 3: For Airbus Model A310 series airplanes, only a modification accomplished in accordance with Airbus Industrie Service Bulletin A310-32-2111, Revision 02, dated June 23, 1998, is acceptable for compliance with the requirements of paragraph (d) of this AD.

Alternative Methods of Compliance

(e) 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.

Special Flight Permits

(f) 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 directive 97-113-221(B) R2, dated August 12, 1998.

Issued in Renton, Washington, on September 28, 1999.

D.L. Riggan,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-25769 Filed 10-4-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 99-AAL-17]

Proposed Establishment of Class E Airspace; Russian Mission, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This action proposes to establish Class E airspace at Russian Mission, AK. The establishment of two Global Positioning System (GPS) instrument approach procedures at Russian Mission Airport have made this action necessary. The Russian Mission Airport status will change from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR). Adoption of this proposal would result in adequate controlled airspace for aircraft flying IFR procedures at Russian Mission, AK.

DATES: Comments must be received on or before November 19, 1999.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Operations Branch, AAL-530, Docket No. 99-AAL-17, Federal Aviation

Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587.

The official docket may be examined in the Office of the Regional Counsel for the Alaskan Region at the same address.

An informal docket may also be examined during normal business hours in the Office of the Manager, Operations Branch, Air Traffic Division, at the address shown above and on the Internet at Alaskan Region's homepage at <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

FOR FURTHER INFORMATION CONTACT: Bob Durand, Operations Branch, AAL-531, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850; email: Bob.Durand@faa.gov. Internet address: <http://www.alaska.faa.gov/at>.

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 those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 99-AAL-17." 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 Operations Branch, Air Traffic Division, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK, 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

An electronic copy of this document may be downloaded, using a modem and suitable communications software, from the FAA regulations section of the Fedworld electronic bulletin board service (telephone: 703-321-3339) or the Federal Register's electronic bulletin board service (telephone: 202-512-1661).

Internet users may reach the Federal Register's web page for access to recently published rulemaking documents at http://www.access.gpo.gov/su_docs/aces/aces140.html.

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Operations Branch, AAL-530, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should contact the individual(s) identified in the **FOR FURTHER INFORMATION CONTACT SECTION**.

The Proposal

The FAA proposes to amend 14 CFR part 71 by establishing Class E airspace at Russian Mission, AK, due to the development of two GPS instrument approach procedures. The intended effect of this proposal is to provide controlled airspace for IFR operations at Russian Mission, AK.

The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 in FAA Order 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1 (63 FR 50139; September 21, 1998). The Class E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(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) does not warrant preparation of a regulatory evaluation as