

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:

99-21-21 Airbus Industrie: Amendment 39-11366. Docket 99-NM-08-AD.

Applicability: Model A310-300 and A300-600R series airplanes, except those airplanes on which Airbus Modification 10003 (reference Airbus Service Bulletin A310-28-2058, Revision 2, dated February 22, 1995, or A300-28-6035, Revision 03, dated August 5, 1999) has 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 (e) 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 fuel leakage from the seal of the water scavenge pumps, which, if not corrected, could result in leakage of fuel into fuselage areas not designed for fuel, and consequent potential for fuel to be in contact with a fuel ignition source, accomplish the following:

Model A310-300 Series Airplanes: Modification

(a) For Model A310-300 series airplanes on which a water scavenge pump has been installed prior to the effective date of this AD, in accordance with Airbus Modification 8679 (reference Airbus Service Bulletin A310-28-2049, dated February 6, 1992; Revision 1, dated June 17, 1992; Revision 2, dated June 3, 1994; or Revision 3, dated April 5, 1996): Within 18 months after the effective date of this AD, install a new cover assembly, associated new drain and vent pipework, and a new electrical harness, in accordance with Airbus Service Bulletin A310-28-2058, Revision 2, dated February 22, 1995.

(b) For Model A310-300 series airplanes on which a water scavenge pump is installed after the effective date of this AD, in accordance with Airbus Modification 8679 (reference Airbus Service Bulletin A310-28-2049, dated February 6, 1992; Revision 1, dated June 17, 1992; Revision 2, dated June 3, 1994; or Revision 3, dated April 5, 1996): The actions required by paragraph (a) of this

AD must be accomplished simultaneously with Airbus Modification 8679.

Model A300-600R Series Airplanes: Modification

(c) For Model A300-600R series airplanes on which a water scavenge pump has been installed prior to the effective date of this AD, in accordance with Airbus Modification 8679 (reference Airbus Service Bulletin A300-28-6028, dated February 6, 1992; Revision 1, dated June 5, 1992; Revision 2, dated October 14, 1993; Revision 3, dated April 5, 1996; or Revision 4, dated April 3, 1997): Within 18 months after the effective date of this AD, install a new cover assembly, associated new drain and vent pipework, and a new electrical harness, in accordance with Airbus Service A300-28-6035, Revision 03, dated August 5, 1999.

Note 2: Installation of a new cover assembly, associated new drain and vent pipework, and a new electrical harness in accordance with Airbus Service Bulletin A300-28-6035, Revision 1, dated December 4, 1992, or Revision 2, dated March 17, 1993, is considered acceptable for compliance with the requirements specified in paragraph (c) of this AD.

(d) For Model A300-600R series airplanes on which a water scavenge pump is installed after the effective date of this AD, in accordance with Airbus Modification 8679 (reference Airbus Service Bulletin A300-28-6028, dated February 6, 1992; Revision 1, dated June 5, 1992; Revision 2, dated October 14, 1993; Revision 3, dated April 5, 1996; or Revision 4, dated April 3, 1997): The actions required by paragraph (c) of this AD must be accomplished simultaneously with Airbus Modification 8679.

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 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.

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.

Incorporation by Reference

(g) The actions shall be done in accordance with Airbus Service Bulletin A310-28-2058, Revision 2, dated February 22, 1995; and Airbus Service A300-28-6035, Revision 03, dated August 5, 1999; as applicable. 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 98-354-256(B), dated September 9, 1998.

(h) This amendment becomes effective on November 17, 1999.

Issued in Renton, Washington, on October 4, 1999.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-26275 Filed 10-12-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 99-NM-96-AD; Amendment 39-11364; AD 99-21-19]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A319-131, A320-232 and -233, and A321-131 and -231 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A319-131, A320-232 and -233, and A321-131 and -231 series airplanes, that requires replacement of all titanium thrust links with steel thrust links. 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 failure of the titanium thrust links due to the life limit of the thrust links, which in combination with other failures, could result in the separation of an engine from the airplane.

DATES: Effective November 17, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 17, 1999.

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 certain Airbus Model A319-131, A320-232 and -233, and A321-131 and -231 series airplanes was published in the **Federal Register** on August 4, 1999 (64 FR 42293). That action proposed to require replacement of all titanium thrust links with steel thrust links.

Comments

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

Support for the Proposal

One commenter supports the proposal. Two commenters state that they are not affected by the proposed AD.

Request To Revise Certain Wording of the Compliance Section

One commenter requests that paragraph (a) of the proposed rule be revised to read, "Replace all titanium thrust links with steel thrust links in accordance with Airbus Service Bulletin A320-71-1020, dated May 25, 1998; at the earlier of the times specified in paragraphs (a)(1) and (a)(2) of this AD." The commenter states that the term "later" could allow the titanium thrust links to remain in service up to 15 months regardless of cycle times. The commenter further states that, since the cycle times are the critical parameter, "earlier" would control the use of the titanium thrust links to the critical parameter.

The FAA does not concur. Revising the AD as suggested by the commenter would result in replacement of all titanium thrust links "within 15 months or at the next engine removal", even for airplanes having very few accumulated flight cycles. Since this AD is intended to correct an unsafe condition related to

the fatigue life limits of the thrust links, the FAA has determined that the compliance time for replacement of the thrust links should be correlated to the total flight cycles on each airplane. This compliance time is also in consonance with that recommended by the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, in the parallel French airworthiness directive. Additionally, for airplanes with thrust links over the threshold of accumulated flight cycles, paragraph (a)(2) of the AD includes a grace period of 15 months, which corresponds with a typical "C-check" interval. The "C-check" interval is recommended in the Airbus service bulletin for accomplishment of the replacements.

The FAA has determined that the compliance threshold and grace period as proposed are adequate to accomplish timely replacement of the thrust links, while still providing operators sufficient time to perform these actions on thrust links already over the allotted number of accumulated flight cycles. No change is made to the final rule.

Conclusion

After careful review of the available data, including the comments noted above, 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 65 airplanes of U.S. registry will be affected by this AD, that it would take approximately 3 work hours per airplane to accomplish the required replacement, and that the average labor rate is \$60 per work hour. Required parts will be supplied by the engine manufacturer at no cost to the operators. Based on these figures, the cost impact of the required AD on U.S. operators is estimated to be \$11,700, or \$180 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.

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:

99-21-19 Airbus Industrie: Amendment 39-11364. Docket 99-NM-96-AD.

Applicability: Model A319-131, A320-232 and -233, and A321-131 and -231 series airplanes; except those airplanes on which Airbus Modification 26506 (reference Airbus Service Bulletin A320-71-1020, dated May 25, 1998) has been accomplished in production; 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 (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 failure of the titanium thrust links due to the life limit of the thrust links, which in combination with other failures, could result in the separation of an engine from the airplane, accomplish the following:

(a) Replace all titanium thrust links with steel thrust links in accordance with Airbus Service Bulletin A320-71-1020, dated May 25, 1998; at the later of the times specified in paragraphs (a)(1) and (a)(2) of this AD.

(1) Prior to the accumulation of the total flight cycles specified for each particular model in the tables of paragraph B.(5), "Accomplishment Timescale," of the service bulletin.

(2) Within 15 months after the effective date of this AD, or at the next engine removal, whichever occurs first.

Alternative Methods of Compliance

(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, 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.

Special Flight Permits

(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.

Incorporation by Reference

(d) The replacement shall be done in accordance with Airbus Service Bulletin A320-71-1020, dated May 25, 1998. 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 1999-050-126(B), dated February 10, 1999.

(e) This amendment becomes effective on November 17, 1999.

Issued in Renton, Washington, on October 4, 1999.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-26274 Filed 10-12-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-CE-26-AD; Amendment 39-11368; AD 99-21-23]

RIN 2120-AA64

Airworthiness Directives; Avions Mudry et Cie Model CAP 10B Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all Avions Mudry et Cie (Avions Mudry) Model CAP 10B airplanes. This AD requires restricting the entry speed for performing flick maneuvers to 97 knots. Inserting a copy of this AD into the Limitations Section of the CAP 10B flight manual is also required, along with fabricating and installing a placard (in the cockpit of the airplane within the pilot's clear view) that indicates this limitation. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France. The actions specified by this AD are intended to provide the flight information necessary to the pilot so that excessive speed is not used during aerobatic maneuvers, which could result in the wing separating from the airplane.

DATES: Effective December 3, 1999.

ADDRESSES: This information may be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-26-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Karl M. Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, Aircraft Certification Service, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to all Avions Mudry Model CAP 10B airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on July 19, 1999 (64 FR 38607). The NPRM proposed to require restricting the entry speed for performing flick maneuvers to 97 knots.

The NPRM also proposed to require inserting a copy of the AD into the Limitations Section of the CAP 10B flight manual, along with fabricating and installing a placard (in the cockpit of the airplane within the pilot's clear view) that indicates this limitation. The placard will incorporate the following language:

"THE NEVER-EXCEED AIRSPEED FOR POSITIVE OR NEGATIVE FLICK-MANEUVERS IS 180 KM/H (97 KTS)"

The NPRM was the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 39 airplanes in the U.S. registry will be affected by this AD. Accomplishing the flight manual and placard requirements of this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9). The only cost impact of this AD is the time it will take each owner/operator of the affected airplanes to insert the information into the flight manual and fabricate and install the placard.

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