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DEPARTMENT OF AGRICULTURE

Food and Nutrition Service

7 CFR Parts 210, 215, 220, 235 and 245

RIN 0584-AC01

School Nutrition Programs: Nondiscretionary Technical Amendments; Correction

AGENCY: Food and Nutrition Service, USDA.

ACTION: Final rule; correction.

SUMMARY: This document corrects the preamble and amendatory language of the final rule published in the **Federal Register** of September 20, 1999, regarding School Nutrition Programs: Nondiscretionary Technical Amendments. This correction revises an incorrect citation.

DATES: Effective on October 20, 1999.

FOR FURTHER INFORMATION CONTACT: Mary Jane Whitney, 703-305-2620.

SUPPLEMENTARY INFORMATION: The Food and Nutrition Service published a document in the **Federal Register** (64 FR 50735) on September 20, 1999. This final regulation contains an incorrect citation. This correction revises an incorrect citation.

Correction

In final rule FR document 99-24297, beginning on page 50735, in the issue of Monday, September 20, 1999, make the following corrections:

On page 50738 in the first column, first paragraph, line 2, the reference reading "paragraph (k)" is corrected to read "paragraph (l)".

On page 50742, in the third column, under the section titled § 220.13, amendatory instruction 6., "paragraph (k)" is corrected to read "paragraph (l)".

Dated: October 5, 1999.

Samuel Chambers, Jr.,
Administrator, Food and Nutrition Service.
[FR Doc. 99-26682 Filed 10-12-99; 8:45 am]
BILLING CODE 3410-30-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-193-AD; Amendment 39-11362; AD 99-21-17]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A321 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A321 series airplanes. This action requires reinforcement of the fuselage structure between frames 62 and 64. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent the loss of structural integrity of the rear part of the fuselage structure in the event of an undetected tail scrape during landing or takeoff.

DATES: Effective October 28, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 28, 1999.

Comments for inclusion in the Rules Docket must be received on or before November 12, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-193-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

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 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.

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: The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on certain Airbus Model A321 series airplanes. The DGAC advises that fourteen cases of tail scrapes during take-off and landing have been reported. These cases were caused by mishandling or abnormal operation of the airplane. Nevertheless, tail scrapes of the rear part of the fuselage with the ground can affect the structural integrity of the airplane. This condition, if not corrected, could result in undetected loss of structural integrity of the airplane, which could precipitate a structural failure during subsequent operation.

Explanation of Relevant Service Information

Airbus has issued Service Bulletin A320-53-1130, Revision 01, dated July 8, 1998, which describes procedures for reinforcement of the fuselage structure between frames 62 and 64 to avoid structural damage in the event of a fuselage tail scrape with the ground. The reinforcement involves rotating probe inspections to detect cracking of existing fastener holes, and repairs, if necessary; replacement of lower frame sections between frame 62 and frame 64 with new reinforced lower frame sections; and installation of new supports for the hydraulic pipes between frame 62 and frame 64. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition. The DGAC classified this service bulletin as mandatory and issued French airworthiness directive 1999-051-125(B), dated February 10, 1999, in order to assure the continued airworthiness of these airplanes in France.