

Models	Serial numbers
SA227-AC	AC406, AC415, AC416, AC420 through AC456, AC458 through AC469, and AC471 through AC478.
SA227-AT	AT423 through AT469.

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 (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 within the body of this AD, unless already accomplished.

To prevent failure of the cargo door in flight, which, if not corrected, could cause decompression injuries to passengers and substantial structural damage to the airplane, accomplish the following:

(a) Within the next 500 hours time-in-service (TIS) after the effective date of this AD, inspect the cargo door lower belt frames at the cargo latch receptacles for cracks in accordance with Part A of the **ACCOMPLISHMENT INSTRUCTIONS** section in Fairchild Aircraft SA226 Series Service Bulletin (SB) No. 226-53-007, Issued: May 7, 1981; Revised: February 17, 1992, or Fairchild Aircraft SA227 Series SB No. 227-53-003, Issued: January 29, 1986; Revised: February 13, 1986, whichever is applicable.

(b) If cracks are found during the inspection required in paragraph (a) of this AD, prior to further flight, accomplish the following:

(1) For belt frames located at Fuselage Station (F.S.) 438.060 and F.S. 491.060, repair the belt frame by installing angle part number (P/N) 27-22206-009 or P/N 27-22206-010, in accordance with the Fairchild Aircraft SA226/227 Structural Repair Manual (SRM), Section 53-90-20, pages 2, 101, 102, 103, and 104; Initial Issue: March 1, 1983, Revision 24, dated August 27, 1997; or, Fairchild Aircraft Approved Repair Procedure (ARP) 53-30-9701, dated July 28, 1997. The reinforcement doublers (P/N 27-22206-007 and -008) are also needed together with this repair.

(2) For belt frames located at F.S. 454.501, F.S. 455.726, F.S. 473.392, and F.S. 474.657, replace all four belt frames with new design frames, P/N 27-22207-008, 27-22208-005, 27-22208-005, and 27-22207-007, respectively, in accordance with the Fairchild Aircraft SA226/227 SRM, Section 53-90-20, pages 2, 101, 102, 103, and 104; Initial Issue: March 1, 1983, Revision 24, dated August 27, 1997; or, Fairchild Aircraft ARP 53-30-9701, dated July 28, 1997. No

reinforcement doublers are needed for these four new design belt frames.

(c) If no cracks are found in all six belt frames during the inspection required by paragraph (a) of this AD, install reinforcement doublers in all six belt frames within 500 hours TIS from the initial inspection, in accordance with Part B of the **ACCOMPLISHMENT INSTRUCTIONS** of Fairchild Aircraft SA226 Series Service Bulletin (SB) No. 226-53-007, Issued: May 7, 1981; Revised: February 17, 1992, or Fairchild Aircraft SA227 Series SB No. 227-53-003, Issued: January 29, 1986; Revised: February 13, 1986, whichever is applicable.

(d) 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.

(e) An alternative method of compliance or adjustment of the initial or repetitive compliance time that provides an equivalent level of safety may be approved by the Manager, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth Airplane Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Manager, Fort Worth Airplane Certification Office.

(f) The inspections and modifications required by this AD shall be done in accordance with the following service information:

- Fairchild Aircraft Corporation SA227 Series Service Bulletin No. 227-53-003, Issued: January 29, 1986, Revised: February 13, 1986,
- Fairchild Aircraft Corporation SA226 Series Service Bulletin No. 226-53-007, Issued: May 7, 1981, Revised: February 17, 1992,
- Fairchild Aircraft SA226/SA227 Structural Repair Manual (SRM) section 53-90-20, Initial Issue: March 1, 1983, Revision 24, dated August 27, 1997, and pages 2, 101, 102, 103, and 104;
- Fairchild Aircraft Approved Repair Procedure (ARP) 53-30-9701, dated July 28, 1997.

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 Fairchild Aircraft, P. O. Box 790490, San Antonio, Texas 78279-0490, telephone (210) 824-9421. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(g) This amendment (39-10403) becomes effective on April 27, 1998.

Issued in Kansas City, Missouri, on March 9, 1998.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-6767 Filed 3-19-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-230-AD; Amendment 39-10409; AD 98-06-31]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300, A310, and A300-600 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A300, A310, and A300-600 series airplanes, that requires inspections to detect cracking of the aft door frame area, and repair, if necessary. 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 cracks in the aft door frame area, which could result in reduced structural integrity and rapid decompression of the airplane.

DATES: Effective April 24, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 24, 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 certain Airbus Model A300, A310, and A300-600 series airplanes was published in the **Federal Register** on November 26, 1997 (62 FR 63039). That action proposed to require inspections to detect cracking of the aft door frame area, and repair, if necessary.

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

One commenter supports the proposed rule.

Request To Cite Latest Service Bulletins

One commenter requests that the proposed AD be revised to cite the latest revision of Airbus Service Bulletins A300-53-303, A310-53-2079, and A300-53-6056. The commenter states that the related French airworthiness directive (CN) 96-135-199(B) would be revised to include the wording, "SB . . . or any later approved revision." The commenter points out that the latest revisions of the service bulletins include a higher value for the acceptable cumulative crack length.

The FAA does not concur with the commenter's request to cite the latest service bulletin. As stated in the proposal, although the service bulletins, in certain circumstances, provide for continued flight without immediate repair of the damage area, this AD does not permit further flight with cracks detected in the aft door frame area. The FAA has determined that, due to safety implications and consequences associated with cracking in the aft door frame area, all locations in the aft door frame area that are found to be cracked must be repaired prior to further flight. In light of this, the FAA finds it unnecessary to revise this final rule to cite the latest revisions of the service bulletins to reference a higher value for crack length.

In addition, where a specific document is referenced in an AD, the use of the phrase, "or later FAA-approved revision," violates Office of the Federal Register regulations regarding approval of material that is incorporated by reference. However, affected operators may request to use a later revision of the referenced service bulletins as an alternative method of compliance, under the provisions of paragraph (d) of 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 49 Airbus Model A300 and A310 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 25 work hours per airplane to accomplish the required inspections, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the required inspections on U.S. operators is estimated to be \$73,500, or \$1,500 per airplane.

The FAA estimates that 51 Airbus Model A300-600 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 18 work hours per airplane to accomplish the required inspections, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the required inspections on U.S. operators of Model A300-600 series airplanes is estimated to be \$55,080, or \$1,080 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:

98-06-31 Airbus Industrie: Amendment 39-10409. Docket 97-NM-230-AD.

Applicability: Model A300, A310, and A300-600 airplanes on which Airbus Modification 6924 has not 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 (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 detect and correct cracks in the aft door frame area, which could result in reduced structural integrity and possible rapid decompression of the aircraft, accomplish the following:

(a) Prior to the accumulation of 10 years since date of manufacture, or within 12 months after the effective date of this AD, whichever occurs later: Except as provided by paragraphs (b) and (c) of this AD, accomplish a high frequency eddy current inspection to detect stress corrosion cracks in the aft door frame area, and perform the applicable corrective actions, in accordance with Airbus Service Bulletin A300-53-303, dated February 23, 1996 (for Model A300 series airplanes); A310-53-2079, dated February 23, 1996 (for Model A310 series airplanes); or A300-53-6056, dated February 23, 1996 (for Model A300-600 series airplanes); subsequently referred to as the applicable service bulletin. Thereafter, repeat the inspection at intervals not to exceed 5 years, in all areas not repaired permanently

in accordance with the applicable service bulletin.

(b) If any crack is found during an inspection required by paragraph (a) of this AD, and the applicable service bulletin specifies to contact Airbus for an appropriate action: Prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(c) If any crack is found during an inspection required by paragraph (a) of this AD, and the applicable service bulletin specifies a compliance time other than "prior to further flight" for accomplishment of the repair: Accomplish the repair prior to further flight in accordance with the procedures specified in the applicable service bulletin.

(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 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.

(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.

(f) The actions shall be done in accordance with Airbus Service Bulletin A300-53-303; Airbus Service Bulletin A310-53-2079; or Airbus Service Bulletin A300-53-6056, all dated February 23, 1996; 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 3: The subject of this AD is addressed in French airworthiness directive (CN) 96-135-199(B), dated July 17, 1996.

(g) This amendment becomes effective on April 24, 1998.

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

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-6953 Filed 3-19-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-68-AD; Amendment 39-10408; AD 98-06-30]

RIN 2120-AA64

Airworthiness Directives; Raytheon (Beech) Model 400, 400A, 400T, MU-300, and MU-300-10 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Raytheon (Beech) Model 400, 400A, 400T, MU-300, MU-300-10 airplanes, that currently requires replacement of outflow/safety valves with serviceable valves. This amendment revises the applicability of the existing AD to add an airplane model and to remove other airplanes, as well as to identify the serial numbers of affected airplanes. The actions specified by this AD are intended to prevent cracking and consequent failure of the outflow/safety valves, which could result in rapid decompression of the airplane.

DATES: Effective April 24, 1998.

The incorporation by reference of Raytheon Service Bulletin No. 2476, Revision II, dated June 1997, as listed in the regulations, is approved by the Director of the Federal Register as of April 24, 1998.

The incorporation by reference of AlliedSignal Aerospace Service Bulletin 103570-21-4012, Revision 1, dated May 30, 1995, as listed in the regulations, was approved previously by the Director of the Federal Register as of September 24, 1996 (61 FR 42996, August 20, 1996).

ADDRESSES: The service information referenced in this AD may be obtained from AlliedSignal Aerospace, Technical Publications, Dept. 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170; or Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. 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 FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North

Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Michael D. Imbler, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4147; fax (316) 946-4407.

SUPPLEMENTARY INFORMATION:

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 96-17-10, amendment 39-9719 (61 FR 42996, August 20, 1996), which is applicable to certain Raytheon (Beech) Model 400, 400A, MU-300-10, and 2000 series airplanes, and Model 200, B200, 300, and B300 series airplanes, was published in the **Federal Register** on July 30, 1997 (62 FR 40763). The action proposed to continue to require replacement of outflow/safety valves with serviceable valves. The action also proposed to revise the applicability of the existing AD to add an airplane model and to remove other airplanes, as well as to identify the serial numbers of affected airplanes.

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.

Clarification of Applicability of This AD

The preamble of the proposed AD states that the applicability of AD 96-17-10 must be revised, in part, to reference Raytheon Service Bulletin No. 2476 as the appropriate source of service information for identifying the serial numbers of the affected airplanes. That statement is incorrect.

The applicability of the proposed AD did not specifically reference that service bulletin but, instead, listed the affected airplane models and serial numbers specified in the "Material" section of that service bulletin. Since the effectivity listing of Service Bulletin No. 2476 does not include the serial numbers of the affected airplanes, the FAA finds that referencing it in the applicability of this AD as the appropriate source of service information for identifying such serial numbers could be misleading to operators. No change to this final rule is necessary in this regard.