

operational checks at intervals not to exceed 7 days.

(1) If no discrepancy is found, continue the repetitive in-flight operational checks.

(2) If any discrepancy is found, prior to further flight, replace the brake dual distribution valve (BDDV) with a serviceable part, in accordance with AOT 32-19, dated July 7, 1998.

Note 2: AOT 32-19, dated July 7, 1998, references the following Flight Operation Telexes (FOT's) as additional sources of service information: FOT 999.0062 (for Model A300 series airplanes), FOT 999.0061 (for Model A300-600 and A310 series airplanes), FOT 999.059 (for Model A319, A320, and A321 series airplanes), and FOT 999.0060 (for Model A330 and A340 series airplanes); all dated July 7, 1998.

(b) Within 5 days after accomplishment of the initial in-flight operational check of the alternate braking system, or within 5 days after the effective date of this AD, whichever occurs later: Submit a report to the manufacturer of all findings of the initial operational check to Airbus Customer Services, Engineering and Technical Support, Attention Mr. Zanderigo, AI/SE-E32; phone number 33 (0)5 61 93 40 38; fax number 33 (0)5 61 93 32 73; SITA code TLSBW7X. Thereafter, within 5 days after the accomplishment of any repetitive in-flight operational check of the alternate braking system, submit a report of any defective BDDV part to the Airbus address specified previously in this paragraph. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the paperwork reduction act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB control number 2120-0056.

(c) 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, FAA, Transport Airplane Directorate, ANM-116. 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.

(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) The actions shall be done in accordance with Airbus All Operator Telex (AOT) 32-19, dated July 7, 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 4: The subject of this AD is addressed in French airworthiness directives T98-263-120 (B), T98-263-255(B), T98-263-075(B), and T98-263-092(B), all dated July 8, 1998.

(f) This amendment becomes effective on August 5, 1998, to all persons except those persons to whom it was made immediately effective by telegraphic AD T98-15-51, issued July 14, 1998, which contained the requirements of this amendment.

Issued in Renton, Washington, on July 22, 1998.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-20224 Filed 7-30-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-40-AD; Amendment 39-10681; AD 98-11-01 R2]

RIN 2120-AA64

Airworthiness Directives; Pilatus Aircraft Ltd. Models PC-12 and PC-12/45 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment clarifies information contained in Airworthiness Directive (AD) 98-11-01 R1, which currently requires replacing the fuel tank vent valves and drilling a 4.8 millimeter (0.1875 inch) hole in each fuel filler cap on certain Pilatus Aircraft Ltd. (Pilatus) Models PC-12 and PC-12/45 airplanes. AD 98-11-01 R1 also requires inserting a temporary revision in the Pilot's Operating Handbook (POH) that specifies checking to assure that the fuel filler cap hole is clear of ice and foreign objects. The intent of AD 98-11-01 R1 was to provide the option of incorporating new modified fuel tank vent valves instead of the replacement, drilling, and POH insertion requirements. The new modified vent valves cannot be incorporated without removing the fuel tank vent valves installed as originally required by AD 97-23-04 and carried over in the current AD. This provision of removing those vent valves is currently not provided for. This document clarifies and corrects this procedure. The actions specified in this AD are intended to continue to prevent moisture from entering the fuel tank inward vent valve

and then freezing after a cold soak at altitude, which could result in wing airfoil distortion and structural damage with consequent degradation of the airplane's handling qualities.

DATES: Effective September 22, 1998.

The incorporation by reference of Pilatus Service Bulletin No. 28-003, Revision 1, dated September 30, 1997, as listed in the regulations, was previously approved by the Director of the Federal Register as of December 1, 1997 (62 FR 59993, November 6, 1997).

The incorporation by reference of Pilatus Service Bulletin No. 28-004, dated March 27, 1998, as listed in the regulations, was previously approved by the Director of the Federal Register as of June 7, 1998 (63 FR 27195, May 18, 1998).

The incorporation by reference of Pilatus Service Bulletin No. 28-005, dated May 4, 1998, was previously approved by the Director of the Federal Register as of September 22, 1998 (63 FR 34565, June 25, 1998).

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-40-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Pilatus Aircraft Ltd., CH-6370 Stans, Switzerland. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-40-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Roman T. Gabrys, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Discussion

On October 29, 1997, the FAA issued AD 97-23-04, Amendment 39-10192 (62 FR 5993, November 6, 1997), which applies to certain Pilatus Models PC-12 and PC-12/45 airplanes. AD 97-23-04 was the result of a report from the Federal Office for Civil Aviation (FOCA), which is the airworthiness authority for Switzerland, of an instance of abnormal automatic engagement of the fuel booster pumps during normal operation of a Pilatus Model PC-12 airplane. The FOCA's investigation

revealed that the fuel tank inward vent valves may fail in the closed position under certain conditions. Moisture ingestion, followed by cold soak, can lead to the fuel tank inward vent valve freezing.

AD 97-23-04 required replacing the fuel tank vent valves with modified fuel tank vent valves before the FAA superseded it with AD 98-11-01, Amendment 39-10528 (63 FR 27195, May 18, 1998). AD 98-11-01 currently requires the fuel tank vent valves replacement required by AD 97-23-04, and requires drilling a 4.8 millimeter (0.1875 inch) hole in each fuel filler cap. This AD also requires inserting the following temporary revision to the POH that specifies checking to assure that the fuel filler cap hole is clear of ice and foreign objects:

PC-12 Pilot's Operating Handbook, Pilatus Report No. 01973-001, Temporary Revision, Fuel Filler Cap, dated March 27, 1998.

Accomplishment of the replacement is required in accordance with Pilatus Service Bulletin No. 28-003, Revision 1, dated September 30, 1997.

Accomplishment of the drilling and POH insertion is required in accordance with Pilatus Service Bulletin No. 28-004, dated March 27, 1998.

AD 98-11-01 was the result of a report of an incident where the inward vent valve of the fuel tank froze closed on one of the affected airplanes that was in compliance with the fuel tank vent valves replacement requirement of AD 97-23-04. This resulted in permanent structural damage to the wing skins and ribs.

Pilatus then issued Service Bulletin No. 28-005, dated May 4, 1998, which specifies procedures for modifying the fuel tank vent valves. This modification, when incorporated, would eliminate the need for the drilling and POH requirements of AD 98-11-01.

The FAA followed by issuing AD 98-11-01 R1, Amendment 39-10608 (63 FR 34565, June 25, 1998), to incorporate Pilatus Service Bulletin No. 28-005, dated May 4, 1998, as an alternative method of compliance to AD 98-11-01 R1.

Need for the Correction

The way AD 98-11-01 R1 is currently written makes it impossible for the new modified fuel vent valves to be incorporated because it does not provide the option of removing the previous replacement fuel tank vent valves as originally required by AD 97-23-04 and carried over in the current AD. In particular, paragraph (d) reads:

(d) As an alternative method of compliance to the actions required in paragraph (b)(1)

and (b)(2) of this AD, modify the fuel tank vent valve system in accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 28-005, dated May 4, 1998.

Paragraph (b)(1) requires the 4.8 millimeter hole to be drilled in each filler cap and paragraph (b)(2) requires the insertion of the temporary POH revision. Paragraph (a) requires replacement of the fuel tank vent valves.

The new modified vent valves cannot be incorporated without removing the vent valves required by paragraph (a) of the current AD. AD 98-11-01 R1 currently does not provide for this.

Consequently, the FAA sees a need to clarify AD 98-11-01 R1 to assure that the modification can be fully carried out as an alternative method of compliance for all the actions of the AD.

Correction of Publication

This document clarifies the intent of the fuel tank vent valve modification specified in Pilatus Service Bulletin No. 28-005, dated May 4, 1998, as an alternative method of compliance to all of the actions of AD 98-11-01 R1. This document also adds the amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

Since this action only clarifies the intent of the fuel tank vent valve modification, it has no adverse economic impact and imposes no additional burden on any person than would have been necessary to comply with paragraph (d) of AD 98-11-01 R1. Therefore, the FAA has determined that prior notice and opportunity for public comment are unnecessary.

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 removing Airworthiness Directive (AD) 98-11-01 R1, Amendment 39-10608 (63

FR 34565, June 25, 1998), and by adding a new AD to read as follows:

98-11-01 R1 Pilatus Aircraft, Ltd.:

Amendment 39-10681; Docket No. 98-CE-40-AD; Revises AD 98-11-01 R1, Amendment 39-10608; which revised AD 98-11-01, Amendment 39-10528; which superseded AD 97-23-04, Amendment 39-34565.

Applicability: Models PC-12 and PC-12/45 airplanes; serial numbers 101 through 230, 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 (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 in the body of this AD, unless already accomplished.

To prevent moisture from entering the fuel tank inward vent valve and then freezing after a cold soak at altitude, which could result in wing airfoil distortion and structural damage with consequent degradation of the airplane's handling qualities, accomplish the following:

(a) Within the next 10 hours time-in-service (TIS) after December 1, 1997 (the effective date of AD 97-23-04), replace the fuel tank vent valves with modified fuel tank vent valves in accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 28-003, Revision 1, dated September 30, 1997.

(b) Within the next 10 hours TIS after June 7, 1998 (the effective date of AD 98-11-01), accomplish the following:

(1) Drill a 4.8 millimeter (0.1875 inch) hole in each fuel filler cap in accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 28-004, dated March 27, 1998.

(2) Insert a temporary revision (as referenced in Pilatus Service Bulletin 28-004, dated March 27, 1998) into the Pilot's Operating Handbook (POH) that specifies checking to assure that the fuel filler cap hole is clear of ice and foreign objects. This document is entitled "PC-12 Pilot's Operating Handbook, Pilatus Report No. 01973-001, Temporary Revision, Fuel Filler Cap, dated March 27, 1998."

(c) Inserting the POH revision, as required by paragraph (b)(2) 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).

(d) As an alternative method of compliance to the actions required by this AD, including the actions in paragraphs (a), (b)(1), and (b)(2), modify the fuel tank vent valve system in accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 28-005, dated May 4, 1998.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

(2) Alternative methods of compliance approved in accordance with AD 98-11-01 R1 (revised by this action), AD 98-11-01 (revised by AD 98-11-01 R1), and AD 97-23-04 (superseded by AD 98-11-01) are considered approved as alternative methods of compliance for this AD.

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

(g) Questions or technical information to the service information referenced in this document should be directed to Pilatus Aircraft Ltd., CH-6370 Stans, Switzerland. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(h) The replacement required by this AD shall be done in accordance with Pilatus Service Bulletin No. 28-003, Revision 1, dated September 30, 1997. The drilling required by this AD shall be done in accordance with Pilatus Service Bulletin No. 28-004, dated March 27, 1998. The modification required by this AD shall be done in accordance with Pilatus Service Bulletin No. 28-005, dated May 4, 1998.

(1) The incorporation by reference of Pilatus Service Bulletin No. 28-003, dated September 30, 1997, was previously approved by the Director of the Federal Register as of December 1, 1997 (62 FR 59993, November 6, 1997).

(2) The incorporation by reference of Pilatus Service Bulletin No. 28-004, dated March 27, 1998, was previously approved by the Director of the Federal Register as of June 7, 1998 (63 FR 27195, May 18, 1998).

(3) The incorporation by reference of Pilatus Service Bulletin No. 28-005, dated May 4, 1998, was previously approved by the Director of the Federal Register as of September 22, 1998 (63 FR 34565, June 25, 1998).

(4) Copies of these service bulletins may be obtained from Pilatus Aircraft Ltd., CH-6370 Stans, Switzerland. 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.

Note 3: The subject of this AD is addressed in Swiss AD HB 97-432A, dated October 3, 1997; Swiss AD HB 98-086, dated March 31, 1998; and Swiss AD HB 98-126, dated May 15, 1998.

(i) This amendment revises AD 98-11-01 R1, amendment 39-10608; which revised AD 98-11-01, Amendment 39-10528; which superseded AD 97-23-04, Amendment No. 39-10192.

(j) This amendment becomes effective on September 22, 1998.

Issued in Kansas City, Missouri, on July 23, 1998.

Michael Gallagher,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-20439 Filed 7-30-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-19-AD; Amendment 39-10684; AD 98-16-08]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Airbus Model A300-600 and A310 series airplanes, that currently requires revising the Airplane Flight Manual (AFM) to instruct the flightcrew to cross-check certain primary power setting parameters of the Thrust Control Computer (TCC) against tables of these values; and apply corrective action, if necessary. That AD also provides for optional terminating action for the AFM revisions. This amendment requires accomplishment of the previously optional terminating action. 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 incorrect primary power setting parameters of the TCC, which could result in insufficient thrust being applied during takeoff.

DATES: Effective September 4, 1998.

The incorporation by reference of certain publications as listed in the regulations was approved previously by the Director of the Federal Register as of

January 22, 1998 (63 FR 658, January 7, 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) by superseding AD 98-01-09, amendment 39-10272 (63 FR 658, January 7, 1998), which is applicable to certain Airbus Model A300-600 and A310 series airplanes, was published in the **Federal Register** on May 28, 1998 (63 FR 29146). The action proposed to continue to require revising the Airplane Flight Manual (AFM) to instruct the flightcrew to cross-check certain primary power setting parameters of the Thrust Control Computer (TCC) against tables of these values; and apply corrective action, if necessary. The action also proposed to require accomplishment of the previously optional terminating action.

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.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 94 airplanes of U.S. registry that will be affected by this AD.

The AFM revision that is currently required by AD 98-01-09, and retained in this AD, takes approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required AFM revision on U.S. operators is estimated to be \$5,640, or \$60 per airplane.