

E, and F series airplanes: Insert a copy of the Dassault Fan Jet Falcon Airplane Flight Manual DTM589/590/591/592, Revision 49, dated January 20, 1998, into the AFM.

(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 Operations Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 1:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(c) Special flight permits may be issued in accordance with §§ 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 2:** The subject of this AD is addressed in French airworthiness directive 98-114-023(B), dated March 11, 1998.

Issued in Renton, Washington, on October 5, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-27598 Filed 10-14-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-216-AD]

RIN 2120-AA64

#### Airworthiness Directives; British Aerospace BAe Model ATP Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain British Aerospace BAe Model ATP airplanes. This proposal would require repetitive inspections to detect wear damage on the nosewheel steering control cables located in the nosewheel bay of the nose landing gear (NLG); repetitive testing of the cable pulleys to detect seizing; and corrective action, if necessary. This proposal also would require repetitive replacement of the nosewheel steering control cables with new components. This proposal is prompted by issuance of mandatory continuing airworthiness information by

a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent failure of the nosewheel steering control cables, which could result in loss of the nosewheel steering or collapse of the NLG, and possible injury to the flightcrew and passengers.

**DATES:** Comments must be received by November 16, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-216-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 AI(R) American Support, Inc., 13850 Mclearen Road, Herndon, Virginia 20171. 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-216-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-216-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, notified the FAA that an unsafe condition may exist on certain British Aerospace BAe Model ATP airplanes. The CAA advises that it received a report of failure of the nosewheel steering control cables located in the nosewheel bay of the nose landing gear (NLG) on a BAe Model ATP airplane. This failure was due to excessively worn nosewheel steering control cables. Wear of these cables can be intensified by a high number of landings and discrepant pulleys in the nosewheel steering system, which can result in a shorter service life for these parts. In one case, after failure of a nosewheel steering control cable, the NLG developed a divergent shimmy of the nosewheels, which caused structural failure and collapse of the NLG. Such failure of the nosewheel steering control cables, if not corrected, could result in loss of the nosewheel steering or collapse of the NLG, and possible injury to the flightcrew and passengers.

#### Explanation of Relevant Service Information

The manufacturer has issued British Aerospace Service Bulletin ATP-32-91, dated May 19, 1998, which describes procedures for repetitive visual and tactile inspections of the nosewheel steering control cables to detect excessive wear; repetitive testing of the cable pulleys to detect seizing; and corrective action [i.e., replacing the cable pulleys with new pulleys (if seized), and resetting the cable tension (if slack)], if necessary. The service bulletin also establishes a service life limit on the nosewheel steering control cables located at the top of the nosewheel bay, and describes procedures for repetitive replacement of the nosewheel steering control cables with new components. The CAA classified this service bulletin as mandatory in order to assure the continued airworthiness of these airplanes in the United Kingdom.

The manufacturer also has issued British Aerospace Alert Service Bulletin, ATP-A32-90, dated March 21, 1998, as an additional source of service information for the accomplishment of the visual and tactile inspections of the nosewheel steering control cables to detect excessive wear; a circuit check of the nosewheel steering control cable system; and replacement of any discrepant cable or pulley with a serviceable part.

### U.S. Type Certification of Airplane

This airplane model is manufactured in the United Kingdom and is 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.

### 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 require accomplishment of the actions specified in the service bulletin described previously.

### Interim Action

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

### Cost Impact

The FAA estimates that 10 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 2 work hours per airplane to accomplish the proposed inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspection proposed by this AD on U.S. operators is estimated to be \$1,200, or \$120 per airplane, per inspection cycle.

It would take approximately 4 work hours per airplane to accomplish the proposed replacement, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$775 per airplane. Based on these figures, the cost impact of the replacement proposed by this AD on U.S. operators is estimated to be \$10,150, or \$1,015 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed 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 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 adding the following new airworthiness directive:

**British Aerospace Regional Aircraft [Formerly Jetstream Aircraft Limited; British Aerospace (Commercial Aircraft) Limited]:** Docket 98-NM-216-AD.

**Applicability:** Model BAe ATP airplanes, constructor's numbers 2002 through 2063 inclusive; 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 (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 failure of the nosewheel steering control cables, which could result in loss of the nosewheel steering or collapse of the nose landing gear (NLG), and possible injury to the flightcrew and passengers, accomplish the following:

(a) Perform a visual and tactile inspection of the nosewheel steering control cables located in the nosewheel bay of the NLG to detect excessive wear, and test the cable pulleys for seizing, in accordance with British Aerospace Service Bulletin ATP-32-91, dated May 19, 1998; at the applicable time specified in paragraph (a)(1) or (a)(2) of this AD. Thereafter, repeat the inspection and test at intervals not to exceed 1,800 flight hours, or 2,400 landings, whichever occurs first.

(1) For airplanes on which the nosewheel steering control cables have accumulated 6,000 or more total flight hours, or 8,000 or more total landings as of the effective date of this AD, and for airplanes on which the time-in-service of the nosewheel steering control cables is unknown: Inspect and test within 600 flight hours or 800 landings after the effective date of this AD, whichever occurs first.

(2) For airplanes on which the nosewheel steering control cables have accumulated less than 6,000 total flight hours or 8,000 total landings as of the effective date of this AD: Inspect and test within 900 flight hours or 1,200 landings after the effective date of this AD, whichever occurs first.

(b) If any cable wear is outside the limits specified in British Aerospace Service Bulletin ATP-32-91, dated May 19, 1998, or if any discrepant pulley is detected during any inspection or test required by paragraph (a) of this AD, prior to further flight, replace the discrepant cable or pulley with a new component in accordance with the service bulletin. Thereafter, continue accomplishment of the actions required by paragraphs (a) and (c) of this AD at the intervals specified in those paragraphs.

(c) Replace the nosewheel steering control cables with new cables at the later of the times specified in paragraphs (c)(1) and (c)(2) of this AD in accordance with British Aerospace Service Bulletin ATP-32-91, dated May 19, 1998. Thereafter, repeat the replacement at intervals not to exceed 6,000 total flight hours or 8,000 total landings on the nosewheel steering cables, whichever occurs first.

(1) Within 900 flight hours or 1,200 landings after the effective date of this AD, whichever occurs first.

(2) Prior to the accumulation of 6,000 total flight hours or 8,000 total landings on the nosewheel steering cables, whichever occurs first.

**Note 2:** Accomplishment of the initial inspection or initial replacement of the nosewheel steering control cables prior to the effective date of this AD in accordance with British Aerospace Alert Service Bulletin ATP-A32-90, dated March 21, 1998, is considered acceptable for compliance with the initial inspection or initial replacement required by this AD.

(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 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.

(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.

Issued in Renton, Washington, on October 5, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-27597 Filed 10-14-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-215-AD]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A320 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 A320 series airplanes, that currently requires modification of the trimmable horizontal stabilizer (THS). This action would add requirements for a one-time inspection of the flexible hoses of the elevator return lines on the THS to detect installation of incorrect clamps, or missing clamps or bonding leads; and for replacement of the clamps or bonding leads with new parts, if necessary. This proposal is prompted by

issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent leakage from hydraulic pipe fittings in the THS, which could result in failure of the THS and consequent reduced controllability of the airplane.

**DATES:** Comments must be received by November 16, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-215-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-215-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-215-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

On August 11, 1995, the FAA issued AD 95-17-12, amendment 39-9342 (60 FR 43519, August 22, 1995), applicable to certain Airbus Model A320 series airplanes, to require modification of the trimmable horizontal stabilizer (THS). That action was prompted by a report of leakage from some of the hydraulic pipe fittings after a lightning strike. The requirements of that AD are intended to prevent such leakage from hydraulic pipe fittings, which could result in the loss of the pilot's ability to control the moveable surfaces of the THS.

#### Actions Related to Previous Rule

In relation to the actions required by AD 95-17-12, the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that incorrect clamps were installed on certain Airbus Model A320 series airplanes, in accordance with Airbus Service Bulletin A320-29-1058, dated July 16, 1993. (That service bulletin was referenced in AD 95-17-12 as the appropriate source of service information for modification of the trimmable horizontal stabilizer.) The clamps referenced in that service bulletin were made for rigid hoses and not for correction of leakage in the flexible hoses, as required by AD 95-17-12. As a result of these findings, Airbus issued All Operator Telex (AOT) 29-10, dated June 15, 1994, which identified the correct clamps to use with the flexible hoses. The AOT also excluded a number of airplanes from the affected list because the correct clamps had been incorporated during production. Upon further investigation, however, the manufacturer discovered that incorrect clamps were installed on some of the airplanes that had been excluded.

Consequently, Airbus issued AOT 29-10, Revision 01, dated September 23, 1994, to provide procedures for inspection for installation of incorrect clamps on those airplanes that were identified as having been modified