

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the hydraulic damper assemblies of the MLG, which could result in vibration damage and collapse of the MLG, accomplish the following:

Restatement of Requirements of AD 96-01-09

Modifications

(a) For airplanes listed in McDonnell Douglas MD-80 Service Bulletin MD80-32-276, dated March 31, 1995, that have not been previously modified (installation of brake line restrictors) in accordance with McDonnell Douglas MD-80 Service Bulletin MD80-32-246: Within 9 months after February 26, 1996 (the effective date of AD 96-01-09, amendment 39-9485), install filtered brake line restrictors in the MLG hydraulic brake system in accordance with McDonnell Douglas MD-80 Service Bulletin MD80-32-276, dated March 31, 1995, or Revision 1, dated October 17, 1995.

Note 2: Installation of filtered restrictors in accordance with the instructions specified in McDonnell Douglas MD-80 Alert Service Bulletin, MD80-A32-286, dated September 11, 1995, is considered acceptable for compliance with paragraph (a) of this AD.

(b) For airplanes listed in McDonnell Douglas MD-80 Service Bulletin MD80-32-278, dated March 31, 1995: Within 36 months after February 26, 1996, modify the hydraulic damper assembly (by removing shims, increasing bolt torque, and incorporating changes to increase the volume of fluid passing between the two damper chambers) in accordance with McDonnell Douglas MD-80 Service Bulletin MD80-32-278, dated March 31, 1995, or Revision 1, dated September 6, 1995.

Restatement of Requirements of AD 96-21-01

Replacement or Modification

(c) For airplanes listed in McDonnell Douglas Service Bulletin DC9-32-289, dated March 7, 1996: Within 24 months after November 14, 1996 (the effective date of AD 96-21-01, amendment 39-9777), either replace or modify the MLG hydraulic damper assembly, in accordance with the procedures specified as either "Option 1" or "Option 2," respectively, of the service bulletin.

New Requirements of this AD

Replacement or Modification

(d) For McDonnell Douglas Model DC-9 series airplanes, and C-9 (military) series airplanes (as listed in McDonnell Douglas Alert Service Bulletin DC9-32A311, Revision 01): Within 18 months after the effective date of this AD, accomplish the requirements specified in either paragraph (d)(1) or (d)(2) of this AD in accordance with McDonnell Douglas Service Bulletin DC9-32-311, dated July 6, 1998, or McDonnell Douglas Alert Service Bulletin DC9-32A311, Revision 01, dated March 8, 1999.

(1) Modify the left and right MLG hydraulic damper assemblies.

(2) Replace the left and right MLG hydraulic damper assemblies with modified

and reidentified hydraulic damper assemblies having part number (P/N) SR09320057-7005, SR09320057-7007, SR09320057-7009, or 5923142-5513.

(e) For McDonnell Douglas Model DC-9-80 series airplanes, and MD-88 airplanes (as listed in McDonnell Douglas Alert Service Bulletin DC9-32A311, Revision 01): Within 3,000 flight cycles after incorporation of the latest configuration of the left and right MLG hydraulic damper assemblies, or within 9 months after the effective date of this AD, whichever occurs later; accomplish the requirements specified in either paragraph (d)(1) or (d)(2) of this AD in accordance with McDonnell Douglas Service Bulletin DC9-32-311, dated July 6, 1998, or McDonnell Douglas Alert Service Bulletin DC9-32A311, Revision 01, dated March 8, 1999.

(f) Paragraph (b) or (c) of this AD, as applicable, must be accomplished prior to or concurrent with the accomplishment of either paragraph (d) or (e) of this AD, as applicable.

Spares

(g) As of the effective date of this AD, no person shall install on any airplane a damper sub assembly having P/N SR09320057-9, SR09320057-17, or 5923142-5017; or a damper assembly having P/N SR09320057-7001, SR09320057-7003, or 5923142-5511, unless the part has been modified and reidentified in accordance with paragraph (d)(2) of this AD.

Alternative Methods of Compliance

(h) 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, Los Angeles Aircraft Certification Office (ACO), 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, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

Special Flight Permits

(i) 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 July 15, 1999.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-18627 Filed 7-22-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-91-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A310 Series 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 Airbus Model A310 series airplanes. This proposal would require repetitive high frequency eddy current inspections to detect fatigue cracking at the hole in the lower web of the inner and outer attachment fittings of the number 3 wing spoilers; and corrective actions, if necessary. This proposal also provides for an optional modification, which would terminate the repetitive inspections. 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 detect and correct fatigue cracking and eventual failure of the attachment fittings of the number 3 wing spoilers.

DATES: Comments must be received by August 23, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-91-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 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 99-NM-91-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. 99-NM-91-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Airbus Model A310 series airplanes. The DGAC advises that it has received reports of fatigue cracking in the attachment fittings of the number 3 wing spoilers. The propagation of such cracks could result in the deformation of the wing rear spar web and associated Titanium doubler which, if left undetected, could lead to fuel leaks and loss of various hydraulic and electrical systems.

Explanation of Relevant Service Information

Airbus has issued Service Bulletin A310-57-2078, Revision 01, dated January 11, 1999, which describes procedures for repetitive high frequency

eddy current inspections to detect fatigue cracking at the hole in the lower web of the inner and outer attachment fittings of the number 3 wing spoilers, and corrective actions, if necessary. (The corrective actions are contained in the service bulletin described below.) The DGAC classified this service bulletin as mandatory and issued French airworthiness directive 98-483-271(B) R1, dated June 2, 1999, in order to assure the continued airworthiness of these airplanes in France.

Airbus also has issued Service Bulletin A310-75-2079, Revision 01, dated January 11, 1999, which describes procedures for performing a high frequency eddy current inspection to detect fatigue cracking of holes in the wing structure; reaming and cold working of those holes; and replacing the attachment fittings with new steel fittings.

Accomplishment of this replacement would eliminate the need for the repetitive inspections described in Airbus Service Bulletin A310-57-2078.

Accomplishment of the actions specified in the service bulletins is intended to adequately address the identified unsafe condition.

FAA's Conclusions

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

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 bulletins described previously, except as discussed below. This proposed AD also would provide for optional terminating action for the repetitive inspections.

Operators should note that, in consonance with the findings of the DGAC, the FAA has determined that the repetitive inspections proposed by this AD can be allowed to continue in lieu of accomplishment of a terminating

action. Additionally, the FAA has determined that, for certain instances where cracking is detected, the repair may be deferred for a specified period of time. In making these determinations, the FAA considers that, in the case of this AD, long-term continued operational safety will be adequately assured by accomplishing the repetitive inspections to detect cracking before it represents a hazard to the airplane, and by accomplishing repairs within the specified time limits.

Differences Between the Proposed AD and Service Bulletins

The referenced service bulletins do not include any repair procedures for cracks found in the holes of the wing structure that is not part of the attachment fittings. This proposal would require that repair of such cracks be accomplished in accordance with a method approved by either the FAA, or the DGAC (or its delegated agent). In light of the type of repair that would be required to address the identified unsafe condition, and in consonance with existing bilateral airworthiness agreements, the FAA has determined that, for this proposed AD, a repair approved by either the FAA or the DGAC (or its delegated agent) would be acceptable for compliance with this proposed AD.

Cost Impact

The FAA estimates that 44 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 2 work hours per airplane to accomplish the proposed inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$5,280, or \$120 per airplane, per inspection cycle.

The cost impact figure discussed above is 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.

Should an operator elect to accomplish the optional terminating action rather than continue the repetitive inspections, it would take approximately 110 work hours per airplane to accomplish the modification, at an average labor rate of \$60 per work hour.

Required parts will cost approximately \$13,280 per airplane. Based on these figures, the cost impact of this optional terminating action is estimated to be \$19,880 per airplane.

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:

Airbus Industrie: Docket 99–NM–91–AD.

Applicability: Model A310 series airplanes, on which Airbus Industrie Modification 04117 or 04799 has been installed in production; except those airplanes on which Airbus Industrie Modification 11929 (reference Airbus Industrie Service Bulletin A310–57–2079, dated July 21, 1998, or Revision 01, dated January 11, 1999) has 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 (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 detect and correct fatigue cracking and eventual failure of the attachment fittings of the number 3 wing spoilers, which, if left undetected, could lead to fuel leaks and loss of various hydraulic and electrical systems, accomplish the following:

Inspection

(a) At the applicable compliance time specified in paragraph (a)(1), (a)(2), or (a)(3) of this AD, perform a high frequency eddy current inspection to detect fatigue cracking at the hole in the lower web of the inner and outer attachment fittings of the number 3 wing spoilers, in accordance with Airbus Industrie Service Bulletin A310–57–2078, Revision 01, dated January 11, 1999. Repeat the inspection thereafter at intervals not to exceed 1,200 flight cycles.

(1) For airplanes that have accumulated 14,200 or fewer total flight cycles as of the effective date of this AD, accomplish the inspection required by paragraph (a) of this AD prior to the accumulation 10,800 total flight cycles or within 800 flight cycles after the effective date of this AD, whichever occurs later.

(2) For airplanes that have accumulated more than 14,200 total flight cycles but fewer than 15,400 total flight cycles as of the effective date of this AD, accomplish the inspection required by paragraph (a) of this AD within 400 flight cycles after the effective date of this AD.

(3) For airplanes that have accumulated 15,400 or more total flight cycles as of the effective date of this AD, accomplish the inspection required by paragraph (a) of this AD within 200 flight cycles after the effective date of this AD.

Note 2: Inspection of the attachment fittings of the number 3 wing spoilers accomplished prior to the effective date of this AD in accordance with the original issue of Airbus Industrie Service Bulletin A310–57–2078, dated July 21, 1998, is considered acceptable for compliance with the inspection required by paragraph (a) of this AD.

Replacement

(b) If any crack is found during any inspection required by paragraph (a) of this AD, at the applicable compliance time specified in paragraph (b)(1), (b)(2), or (b)(3) of this AD, perform a high frequency eddy current inspection for fatigue cracking of the holes in the wing structure; ream and cold work those holes; and replace the cracked aluminum wing spoiler number 3 actuator attachment fitting with a new steel fitting; in accordance with Airbus Industrie Service

Bulletin A310–57–2079, Revision 01, dated January 11, 1999. Accomplishment of the replacement constitutes terminating action for the repetitive inspection requirements of paragraph (a) of this AD for the replaced fitting.

(1) If the crack is less than 0.078 inches (2.0 mm) in length, inspect, ream, cold work, and replace within 100 flight cycles after accomplishment of the inspection.

(2) If the crack is 0.078 inches (2.0 mm) in length or greater and less than 0.118 inches (5.0 mm) in length, inspect, ream, cold work, and replace within 50 flight cycles after accomplishment of the inspection.

(3) If the crack is greater than 0.118 inches (5.0 mm) in length, inspect, ream, cold work, and replace prior to further flight.

Optional Terminating Modification

(c) Accomplishment of the high frequency eddy current inspection for fatigue cracking of the holes in the wing structure; reaming and cold working of those holes; and replacement of all aluminum wing spoiler number 3 actuator attachment fittings with new steel fittings; in accordance with Airbus Industrie Service Bulletin A310–57–2079, Revision 01, dated January 11, 1999; constitutes terminating action for the repetitive inspection requirements of paragraph (a) of this AD.

Note 3: Replacement of aluminum attachment fittings of the number 3 wing spoilers with steel fittings accomplished prior to the effective date of this AD in accordance with the original issue of Airbus Industrie Service Bulletin A310–57–2079, dated July 21, 1998, is considered acceptable for compliance with the applicable fitting replacement specified in paragraphs (b) and (c) of this AD.

Wing Repair

(d) If any crack is found in the wing structure during any inspection required by paragraph (b) or specified in paragraph (c) of this AD, prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent). For a repair method to be approved by the Manager, International Branch, ANM–116, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

Note 4: For paragraph (d) of this AD, the wing spoiler number 3 actuator attachment fittings are not considered part of the wing structure.

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. 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 5: 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 §§ 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 6: The subject of this AD is addressed in French airworthiness directive 98-483-271(B) R1, dated June 2, 1999.

Issued in Renton, Washington, on July 19, 1999.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-18861 Filed 7-22-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AGL-43]

Proposed Modification of Class E airspace; Madison, WI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to modify Class E airspace at Madison, WI. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 21, and a VHF Omnidirectional Range (VOR) SIAP to Rwy 21, have been developed for Dane County Regional Airport-Truax Field. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approaches. This action proposes to increase the radius of the existing controlled airspace for this airport.

DATES: Comments must be received on or before September 9, 1999.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, Rules Docket No. 99-AGL-43, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined during normal business hours at the Air Traffic Division, Airspace Branch, Federal Aviation Administration, 2300

East Devon Avenue, Des Plaines, Illinois.

FOR FURTHER INFORMATION CONTACT: Annette Davis, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made:

“Comments to Airspace Docket No. 99-AGL-43.” The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket, FAA, Great Lakes Region, Office of the Assistant Chief Counsel, 2300 East Devon Avenue, Des Plaines, Illinois, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, SW, Washington, DC 20591, or by calling (202) 267-3484.

Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No.

11-2A, which described the application procedure.

The Proposal

The FAA is considering an amendment to 14 CFR part 71 to modify Class E airspace at Madison, WI, to accommodate aircraft executing the proposed GPS Rwy 21 SIAP, and VOR Rwy 21 SIAP, at Dane County Regional Airport-Truax Field by modifying the existing controlled airspace. Controlled airspace extending upward from 700 to 1200 feet AGL is needed to contain aircraft executing the approaches. The area would be depicted on appropriate aeronautical charts. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore this proposed regulation—(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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows: