

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-NM-19-AD]

RIN 2120-AA64

**Airworthiness Directives; Airbus Model A300-600 and A310 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 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 proposed rule would require accomplishment of the previously optional terminating action. 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 incorrect primary power setting parameters of the TCC, which could result in insufficient thrust being applied during takeoff.

**DATES:** Comments must be received by June 29, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-19-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-19-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-19-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

**Discussion**

On December 29, 1997, the FAA issued AD 98-01-09, amendment 39-10272 (63 FR 658, January 7, 1998), applicable to certain Airbus Model A300-600 and A310 series airplanes, to require revising the Limitations Section of the FAA-approved 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 an optional terminating action for the AFM revisions. That action was prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The requirements of that AD are intended to

ensure that the flightcrew is provided with procedures for cross-checking and correcting certain primary power setting parameters of the TCC; incorrect parameters could result in insufficient thrust being applied during takeoff.

**Actions Since Issuance of AD 98-01-09**

In the preamble to AD 98-01-09, the FAA specified that the actions required by that AD were considered interim action because French airworthiness directive 97-110-218(B) dated May 7, 1997, required modification of the TCC on A300-600 and A310 series airplanes, while AD 98-01-09 provided for optional modification of the TCC. The FAA also indicated that it would consider further rulemaking action since the planned compliance time for that action was sufficiently long so that notice and opportunity for prior public comment were practicable. This proposed AD will require accomplishment of the previously optional modification.

**Explanation of Relevant Service Information**

Airbus has issued the following service bulletins:

- A310-22-2025, dated April 18, 1989;
- A310-22-2027, dated June 8, 1990;
- A310-22-2031, dated September 2, 1991;
- A310-22-2035, Revision 1, dated July 13, 1994;
- A300-22-6010, dated April 18, 1989;
- A300-22-6011, dated June 8, 1990; and
- A300-22-6017, dated September 2, 1991.

These service bulletins describe procedures for modification of the TCC to prevent sensitivity to electrical power transients. Accomplishment of the modification would eliminate the need for the AFM limitation. The modification of the TCC varies depending on the airplane model and engine configuration.

Accomplishment of the action specified in the service bulletins is intended to adequately address the identified unsafe condition. The Direction Generale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, classified these service bulletins as mandatory and issued French airworthiness directive 97-110-218(B), dated May 7, 1997, in order to assure the continued airworthiness of these airplanes in France.

**FAA's Conclusions**

These airplane models are manufactured in France and are 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 products of this same type design, the proposed AD would supersede AD 98-01-09 to continue to require a revision to the Limitations Section of the FAA-approved AFM, that instructs the flightcrew to cross-check certain primary power setting parameters of the TCC. This proposed AD also would add a requirement to modify the TCC, which would terminate the requirement for the AFM revision.

### Cost Impact

The FAA estimates that 94 airplanes of U.S. registry would be affected by this proposed AD.

The AFM revision that is currently required by AD 98-01-09 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.

The modification that is proposed in this AD action would take approximately 3 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$4,300 per airplane. Based on these figures, the cost impact of the modification proposed by this AD on U.S. operators is estimated to be \$421,120, or \$4,480 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or 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 removing amendment 39-10272 (63 FR 658, January 7, 1998), and by adding a new airworthiness directive (AD), to read as follows:

**Airbus Industrie:** Docket 98-NM-19-AD.

Supersedes AD 98-01-09, Amendment 39-10272.

**Applicability:** Model A300-600 and A310 series airplanes equipped with General Electric CF6-80C2 engines on which Airbus Modification 7174, 7588, or 8246 has not been accomplished; and Model A300-600 and A310 series airplanes equipped with Pratt & Whitney PW 4000 engines on which Airbus Modification 7694 has not been accomplished; 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 (c) 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 incorrect primary power setting parameters of the Thrust Control Computer (TCC), which could result in insufficient thrust being applied during takeoff, accomplish the following:

### Restatement of Requirements of AD 98-01-09

(a) Within 15 days after January 22, 1998 (the effective date of AD 98-01-09, amendment 39-10272), revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) by inserting a copy of A300-600 or A310 Flight Manual Temporary Revision 4.03.00/18, 4.03.00/19, 4.03.00/20, or 4.03.00/21, all dated November 4, 1996; as applicable; into the AFM.

**Note 2:** When the temporary revision specified in paragraph (a) of this AD has been incorporated into the general revisions of the AFM, the general revisions may be inserted in the AFM, provided the information contained in the general revision is identical to that specified in the applicable temporary revision cited in paragraph (a).

### New Requirements of this AD

(b) Within 15 months after the effective date of this AD, modify the TCC in accordance with the applicable Airbus service bulletins specified below. (The applicability of the service bulletins is specified in the effectivity section of each service bulletin.)

- A310-22-2025, dated April 18, 1989;
- A310-22-2027, dated June 8, 1990;
- A310-22-2031, dated September 2, 1991;
- A310-22-2035, Revision 1, dated July 13, 1994;
- A300-22-6010, dated April 18, 1989;
- A300-22-6011, dated June 8, 1990; or
- A300-22-6017, dated September 2, 1991.

Accomplishment of the modification of the TCC constitutes terminating action for the requirements of paragraph (a) of this AD. After the modification has been accomplished, the temporary revision may be removed from the AFM.

(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, 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.

(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.

**Note 4:** The subject of this AD is addressed in French airworthiness directive 97-110-218(B), dated May 7, 1997.

Issued in Renton, Washington, on May 20, 1998.

**Darrell M. Pederson,**

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

[FR Doc. 98-14036 Filed 5-27-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-187-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Dornier Model 328 Series Airplanes Equipped with Honeywell GP-300 Guidance and Display Controller**

**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 Dornier Model 328 series airplanes, that currently requires modification of certain Honeywell GP-300 guidance and display controllers. That AD was prompted by reports of smoke and fumes emitting from the Honeywell GP-300 guidance and display controller due to a defective light bulb; and a report of failure of the autopilot to disconnect manually. The actions specified by that AD are intended to prevent a defective light bulb from causing a short circuit that emits smoke and fumes into the cockpit; or causing damage to the circuit cards and various components, which may lock the autopilot into the engaged mode. Locking of the autopilot into the engaged mode could lead to the inability of the pilot to disconnect the autopilot, which could result in reduced controllability of the airplane. This action would require verification of proper installation of the modification, and repair, if necessary.

**DATES:** Comments must be received by June 29, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation

Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 97-NM-187-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 Honeywell, Inc., Attn: Customer Support Materiel, P.O. Box 21111, Phoenix, Arizona 85036. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5220; fax (562) 627-5210.

**FOR FURTHER INFORMATION CONTACT:** J. Kirk Baker, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627-5345; fax (562) 627-5210.

#### **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 97-NM-187-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. 97-NM-187-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### **Discussion**

On May 31, 1996, the FAA issued AD 96-12-13, amendment 39-9656 (61 FR 29465, June 11, 1996), applicable to certain Dornier Model 328 series airplanes, to require modification of certain Honeywell GP-300 guidance and display controller. That action was prompted by reports of smoke and fumes emitting from the Honeywell GP-300 guidance and display controller due to a defective light bulb; and a report of failure of the autopilot to disconnect manually. The requirements of that AD are intended to prevent a defective light bulb from causing a short circuit that emits smoke and fumes into the cockpit; or causing damage to the circuit cards and various components, which may lock the autopilot into the engaged mode. Locking of the autopilot into the engaged mode could lead to the inability of the pilot to disconnect the autopilot, which could result in reduced controllability of the airplane.

#### **Actions Since Issuance of Previous Rule**

Since the issuance of AD 96-12-13, the Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, has advised the FAA that the service bulletin issued by Honeywell and referenced in AD 96-12-13 has been misinterpreted by personnel at Honeywell service centers. The LBA advises that, on an in-service airplane, a miswired unit of the GP-300 control panel was found, which caused the panel to overheat and generate smoke. In addition, two miswired units were found during the manufacturing process. Such miswired units would prevent the overheat protection device from functioning and could lead to smoke and fumes in the cockpit.

#### **Explanation of Relevant Service Information**

The FAA has reviewed and approved Honeywell Service Bulletin 7015327-22-4, dated March 31, 1997, which describes procedures for verification of proper installation of the modification by re-testing the circuit card assemblies, and repair, if necessary. The LBA classified this service bulletin as mandatory and issued German airworthiness directive 96-239/2, dated June 19, 1997, in order to assure the continued airworthiness of these airplanes in Germany.