

(1) Clean (remove contaminants and dry lubricant) and re-lubricate (with dry lubricant) the main entrance door "speed" lock and "G" lock systems in accordance with Jetstream Service Bulletin J41-52-058, dated July 14, 1997.

(2) Following accomplishment of paragraph (b)(1) of this AD and prior to further flight, perform a functional test of the main entrance door (including the "G" lock system) and the "speed" lock system, in accordance with the MM. If the "G" lock or "speed" lock system do not perform satisfactorily: Prior to further flight, repair the "G" lock or "speed" lock system in accordance with a method approved by the Manager, International Branch, ANM-116.

#### New Requirements of This AD:

(c) Within 60 days after the effective date of this AD, replace the "G" lock rollers on the main entrance door with new, improved "G" lock rollers in accordance with Jetstream Alert Service Bulletin J41-A-52-059, dated September 12, 1997, or Revision 2, dated January 23, 1998.

(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. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) Except as provided by paragraphs (a), (a)(1)(ii)(B), (a)(2)(ii)(B), and (b)(2) of this AD, the actions shall be done in accordance with Jetstream Service Bulletin J41-52-058, dated July 14, 1997; and Jetstream Alert Service Bulletin J41-A-52-059, dated September 12, 1997; or Jetstream Alert Service Bulletin J41-A-52-059, Revision 2, dated January 23, 1998.

(1) The incorporation by reference of Jetstream Alert Service Bulletin 41-A-52-059, dated September 12, 1997; and Jetstream Alert Service Bulletin J41-A-52-059, Revision 2, dated January 23, 1998, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Jetstream Service Bulletin J41-52-058, dated July 14, 1997, was approved previously by the Director of the Federal Register as of September 24, 1997 (62 FR 47362, September 9, 1997).

(3) Copies may be obtained from AI(R) American Support, Inc., 13850 McLearn Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal

Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 3:** The subject of this AD is addressed in British airworthiness directive 001-09-97.

(g) This amendment becomes effective on October 27, 1998.

Issued in Renton, Washington, on September 14, 1998.

**Dorenda D. Baker,**

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

[FR Doc. 98-25029 Filed 9-21-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-61-AD; Amendment 39-10777; AD 98-20-10]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A319, A320, and A321 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A319, A320, and A321 series airplanes, that requires relocation of the engine/master 1 relay from relay box 103VU to shelf 95VU in the avionics bay. 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 a simultaneous cutoff of the fuel supply to both engines, which could result in a loss of engine power and consequent reduced controllability of the airplane.

**DATES:** Effective October 27, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 27, 1998.

**ADDRESSES:** The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Norman B. Martenson, Manager,

International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Airbus Model A319, A320, and A321 series airplanes was published in the **Federal Register** on May 12, 1998 (63 FR 26107). That action proposed to require relocation of the engine/master 1 relay from relay box 103VU to shelf 95VU in the avionics bay.

#### Comments Received

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

Three commenters support the proposed rule.

#### Requests to Reference Latest Airbus Service Bulletin

Two commenters request that paragraph (a) of the proposed AD be revised to reference Revision 02 of Airbus Service Bulletin A320-24-1092, dated March 9, 1998. However, one of these commenters requests that the FAA cite only Revision 02 as the appropriate source of service information for accomplishment of the proposed relocation, rather than citing the original version or Revision 01 of the service bulletin as proposed in the NPRM. This commenter states that the relocation cannot be accomplished in accordance with the original version or Revision 01 of the referenced service bulletin, but provides no additional information regarding errors in these revisions.

The FAA concurs with the commenters' request to reference Revision 02 of Airbus Service Bulletin A320-23-1092, dated March 9, 1998, in the final rule as an additional source of service information for accomplishment of the relocation. However, the FAA does not concur with the one commenter's request to cite only Revision 02 of the subject service bulletin. The FAA points out that Revision 02 of the service bulletin states that no further work is necessary on airplanes modified in accordance with the original version or Revision 01 of the service bulletin. In addition, the FAA has reviewed Revision 02 of the subject service bulletin and finds that the relocation procedures are identical to those described in the original version and Revision 01 of the subject service bulletin. The only relevant

change is to the work hour estimate, which has been increased from 16 work hours to 61 work hours per airplane. Therefore, the FAA has revised paragraph (a) and the cost impact information of the final rule accordingly.

### Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

### Cost Impact

The FAA estimates that 120 Model A319, A320, and A321 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 61 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$209 or \$961 per airplane, depending on the service kit purchased. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be as low as \$3,869 per airplane, or as high as \$4,621 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

### Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is

contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

**98-20-10 Airbus Industrie:** Amendment 39-10777. Docket 98-NM-61-AD.

**Applicability:** Model A319, A320, and A321 series airplanes; on which Airbus Modification 26065 (reference Airbus Service Bulletin A320-24-1092, Revision 01, dated December 24, 1997) 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 (b) 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 a simultaneous cutoff of the fuel supply to both engines, which could result in a loss of engine power and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 18 months after the effective date of this AD, relocate the engine/master 1 relay (11QG) from relay box 103VU to shelf 95VU in the avionics bay, in accordance with Airbus Service Bulletin A320-24-1092, dated March 26, 1997; Revision 01, dated December 24, 1997; or Revision 02, dated March 9, 1998.

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

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(c) 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.

(d) The relocation shall be done in accordance with Airbus Service Bulletin A320-24-1092, dated March 26, 1997; Airbus Service Bulletin A320-24-1092, Revision 01, dated December 24, 1997; or Airbus Service Bulletin A320-24-1092, Revision 02, dated March 9, 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 3:** The subject of this AD is addressed in French airworthiness directive 97-360-111(B), dated November 19, 1997.

(e) This amendment becomes effective on October 27, 1998.

Issued in Renton, Washington, on September 14, 1998.

**Dorenda D. Baker,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-162-AD; Amendment 39-10779; AD 98-20-12]

RIN 2120-AA64

#### Airworthiness Directives; Dornier Model 328-100 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Dornier Model 328-100 series airplanes, that requires replacement of certain landing gear proximity sensor electrical units (PSEU)