

accumulated less than 2,000 total flight cycles as of the effective date of this AD: Inspect at the times specified in paragraph (a)(2)(i) or (a)(2)(ii) of this AD, as applicable.

(i) For Model 1121, 1121A, 1121B, and 1123 series airplanes: Inspect within 300 flight hours after the effective date of this AD. Repeat the inspection thereafter at intervals not to exceed 300 flight hours.

(ii) For Model 1124 and 1124A series airplanes: Inspect within 400 flight hours after the effective date of this AD. Repeat the inspection thereafter at intervals not to exceed 400 flight hours.

(b) If any discrepancy is found during any inspection required by paragraph (a) of this AD, prior to further flight, replace the actuator or tie rod, as applicable, in accordance with Commodore Jet Service Bulletin SB 1121-27-023, dated August 14, 1996, or Revision 1, dated May 28, 1997 (for Model 1121, 1121A, and 1121B series airplanes); Westwind Service Bulletin SB 1123-27-046, dated August 14, 1996, or Revision 1, dated May 28, 1997 (for Model 1123 series airplanes); or Westwind Service

Bulletin 1124-27-133, dated August 14, 1996, or Revision 1, dated May 28, 1997 (for Model 1124 and 1124A series airplanes); as applicable.

(c) As of the effective date of this AD, no horizontal stabilizer trim actuator shall be installed on any airplane unless that trim actuator has been inspected in accordance with the requirements of paragraph (a) of this AD.

(d) Replacement of the trim actuator of the horizontal stabilizer with a modified trim actuator with modified jackscrew assemblies in accordance with Commodore Jet Service Bulletin SB 1121-27-025, dated December 22, 1997 (for Model 1121, 1121A, and 1121B series airplanes); Westwind Service Bulletin SB 1123-27-047, dated September 1, 1997 (for Model 1123 series airplanes); or Westwind Service Bulletin 1124-27-136, dated September 1, 1997 (for Model 1124 and 1124A series airplanes), as applicable; constitutes terminating action for the requirements of this AD.

(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, 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.

(f) 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.

(g) The actions shall be done in accordance with the following service bulletins, which contain the specified effective pages:

Service bulletin referenced and date	Page number shown on page	Revision level shown on page	Date shown on page
Westwind, SB 1124-27-133, August 14, 1996	1-6	Original	Aug. 14, 1996.
Westwind, SB 1124-27-133, Revision 1, May 28, 1997	1-4	1	May 28, 1997.
	5, 6	Original	Aug. 14, 1996.
Westwind, SB 1123-27-046, August 14, 1996	1-6	Original	Aug. 14, 1996.
Westwind, SB 1124-27-046, Revision 1, May 28, 1997	1-4	1	May 28, 1997.
	5, 6	Original	Aug. 14, 1996.
Westwind, SB 1124-27-136, September 1, 1997	1-3	Original	Sept. 1, 1997.
Westwind, SB 1123-27-047, September 1, 1997	1-3	Original	Sept. 1, 1997.
Commodore Jet, SB 1121-27-025, December 22, 1997	1-3	Original	Dec. 22, 1997.
Commodore Jet, SB 1121-27-023, August 14, 1996	1-6	Original	Aug. 14, 1996.
Commodore Jet, SB 1121-27-023, Revision 1, May 28, 1997	1-4	1	May 28, 1997.
	5, 6	Original	Aug. 14, 1996.

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 Galaxy Aerospace Corporation, One Galaxy Way, Fort Worth Alliance Airport, Fort Worth, Texas 76177. 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 Israeli airworthiness directive 96-92, dated September 1, 1996.

(h) This amendment becomes effective on April 10, 1998.

Issued in Renton, Washington, on February 24, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-5348 Filed 3-5-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-328-AD; Amendment 39-10372; AD 98-05-11]

RIN 2120-AA64

Airworthiness Directives; Bombardier Model CL-215-6B11 (CL-215T) Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Bombardier Model CL-215-6B11 (CL-215T) series airplanes. This action requires either replacement of the switching valve-to-rear inlet case sealing air tube assembly with a tube assembly that includes an integral fire detector (intercompressor case [ICC] fire detector loop), and modification of the

nacelle fire detection system; or modification of the No. 5 bearing air system. This amendment is prompted by the issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to detect internal engine fire within the ICC; or to prevent air/oil from leaking into the ICC, which could result in such fire.

DATES: Effective March 23, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 23, 1998.

Comments for inclusion in the Rules Docket must be received on or before April 6, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 97-NM-328-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centreville, Montreal, Quebec H3C 3G9, Canada; and Pratt & Whitney, 400 Main Street, East Hartford, Connecticut 06108. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office (ACO), 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: James E. Delisio, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, Engine and Propeller Directorate, New York ACO, 10 Fifth Street, Third Floor, Valley Stream, New York, 11581-1200; telephone (516) 256-7521; fax (516) 568-2716.

SUPPLEMENTARY INFORMATION: Transport Canada Aviation (TCA), which is the airworthiness authority for Canada, notified the FAA that an unsafe condition may exist on all Bombardier Model CL-215-6B11 (CL-215T) series airplanes. TCA advises that it has received reports of five incidents of internal engine fire that had penetrated the intercompressor case (ICC) and required extinguishing by the flight crew. Investigation revealed failures of the No. 5 engine bearing, which could cause oil leakage or reverse flow of air or oil into the ICC. This condition, if not corrected, could result in internal engine fire within the ICC.

Explanation of Relevant Service Information

Pratt & Whitney Canada has issued Service Bulletin PW100-72-21113, Revision 1, dated May 4, 1992, which describes procedures for replacement of the switching valve-to-rear inlet case sealing air tube assembly with a tube assembly that includes an integral fire detector (ICC fire detector loop).

Canadair has issued Alert Service Bulletin 215-A3030, Revision 1, dated April 16, 1992, which describes procedures for installation of an ICC fire detector loop (as described above) and modification of the nacelle fire detection system.

Pratt & Whitney Canada also has issued Service Bulletin PW100-72-21211, Revision 4, dated April 20, 1995, which describes procedures for a modification of the No. 5 bearing air system that will minimize the risk of internal engine fire.

Accomplishment of the actions specified in these service bulletins is intended to adequately address the identified unsafe condition. TCA classified the service bulletins as mandatory and issued Canadian airworthiness directive CF-92-10R1, dated January 24, 1995, in order to assure the continued airworthiness of these airplanes in Canada.

FAA's Conclusions

This airplane model is manufactured in Canada and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.19) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, TCA has kept the FAA informed of the situation described above. The FAA has examined the findings of TCA, 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 the 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, this AD is being issued to require the actions to be accomplished as specified in the service bulletins described previously.

Cost Impact

None of the airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future. In that event, the following cost estimates are provided.

It would require approximately 9 work hours to accomplish the required incorporation of the engine fire detection loop, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$985. Based on these figures, the cost impact of this action would be \$1,525 per airplane.

It would require approximately 45 work hours to accomplish the required modification of the No. 5 bearing air system, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$225,000. Based on

these figures, the cost impact of this action would be \$227,700 per airplane.

Determination of Rule's Effective Date

Since this AD action does not affect any airplane that is currently on the U.S. Register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, prior notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 97-NM-328-AD." The postcard will be date stamped and returned to the commenter.

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:

98-05-11 Bombardier, Inc. [Formerly Canadair]: Amendment 39-10372. Docket 97-NM-328-AD.

Applicability: All Model CL-215-6B11 (CL-215T) series airplanes, 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 (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 detect internal engine fire within the intercompressor case (ICC); or to prevent air/oil from leaking into the ICC, which could result in such fire; accomplish the following:

(a) Within 30 days after the effective date of this AD, accomplish either paragraph (a)(1) or (a)(2) of this AD.

(1) Replace the switching valve-to-rear inlet case sealing air tube assembly with a tube assembly that includes an integral fire detector (ICC fire detector loop), in accordance with Pratt & Whitney Canada Service Bulletin PW100-72-21113, Revision 1, dated May 4, 1992; and modify the nacelle fire detection system in accordance with Canadair Alert Service Bulletin 215-A3030, Revision 1, dated April 16, 1992, or

(2) Modify the No. 5 bearing air system in accordance with Pratt & Whitney Canada Service Bulletin PW100-72-21211, Revision 4, dated April 20, 1995.

(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, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

(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 actions shall be done in accordance with Canadair Alert Service Bulletin 215-A3030, Revision 1, dated April 16, 1992; Pratt & Whitney Canada Service Bulletin PW100-72-21113, Revision 1, dated May 4, 1992; and Pratt & Whitney Canada Service Bulletin PW100-72-21211, Revision 4, dated April 20, 1995. 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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centreville, Montreal, Quebec H3C 3G9, Canada; and Pratt & Whitney, 400 Main Street, East Hartford, Connecticut 06108. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York ACO, 10 Fifth Street, Third Floor, Valley Stream, New York; 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 Canadian airworthiness directive CF-92-10R1, dated January 24, 1995.

(e) This amendment becomes effective on March 23, 1998.

Issued in Renton, Washington, on February 24, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-5347 Filed 3-5-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-103-AD; Amendment 39-10369; AD 98-05-08]

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 electrical relays 15KF and 16KF, which control the auxiliary propeller control feathering system, with relays having increased load capacity. 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 failure of the auxiliary propeller control feathering system, which, in the event of an engine failure combined with failure of the primary propeller pitch control, could result in the inability to feather the propeller, and consequent reduced controllability of the airplane.

DATES: Effective April 10, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 10, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Fairchild Dornier, Dornier Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. 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