Model A310 series airplanes), all dated October 17, 1994; as applicable. If any defect is found, prior to further flight, repair the defect in accordance with the applicable service bulletin.

(1) If the material thickness of the flanges is within the limits [Area 1: greater than or equal to 0.56 mm (0.022 inch); Area 2: greater than or equal to 0.48 mm (0.019 inch)] specified in Airbus Service Bulletin A300–36–0033 (for Model A300 series airplanes), A300–36–6024 (for Model A300–600 series airplanes), or A310–36–2032 (for Model A310 series airplanes), all dated October 17, 1994; as applicable: Prior to further flight, perform an inspection using a magnifying glass or appropriate gauge to detect cracks of the inner and outer surfaces of the flanges, in accordance with the applicable service bulletin.

(i) If no crack is found, and the material thickness of all flanges is within the limits [Area 1: greater than or equal to 0.9 mm (0.035 inch)] specified in the applicable service bulletin: No further action is required by this AD.

(ii) If no crack is found, and the material thickness of any flange is outside the limits [Area 1: less than 0.9 mm (0.035 inch)] specified in the applicable service bulletin: Repeat the inspection required by paragraph (a) of this AD at the time specified in the applicable service bulletin.

(iii) If any crack is found: Prior to further flight, accomplish either paragraph(a)(1)(iii)(A) or (a)(1)(iii)(B) of this AD.

(A) Replace the duct with a new or serviceable duct in accordance with the applicable service bulletin. Or

(B) Operate the airplane with the bleed air system of the APU inoperative, in accordance with the provisions and limitations specified in the operator's FAA-approvedMaster Minimum Equipment List (MMEL).

(2) If the material thickness of any flange is outside the limits [Area 1: less than 0.56 mm (0.022 inch); Area 2: less than 0.48 mm (0.019 inch)] specified in AirbusService Bulletin A300–36–0033 (for Model A300 series airplanes), A300–36–6024 (forModel A300–600 series airplanes), and A310–36–2032 (for Model A310 series airplanes), all dated October 17, 1994; as applicable: Prior to further flight, accomplish either paragraph (a)(1)(iii)(A) or (a)(1)(iii)(B) of this AD.

(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 actions shall be done in accordance with All Operator Telex (AOT) 36–02, dated August 23, 1995; Airbus Service Bulletin A300–36–0033, dated October 17, 1994; Airbus Service Bulletin A300–36–6024, dated October 17, 1994; and Airbus Service Bulletin A310–36–2032, dated October 17, 1994. 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 95–182–184(B), dated September 27, 1995.

(e) This amendment becomes effective on April 17, 1998.

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

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–6333 Filed 3–12–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–169–AD; Amendment 39–10387; AD 98–06–10]

RIN 2120–AA64

Airworthiness Directives; Israel Aircraft Industries, Ltd., Model 1121, 1121A, 1121B, 1123, 1124, 1124A, 1125 Westwind Astra, and Astra SPX Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Israel Aircraft Industries, Ltd., Model 1121, 1121A, 1121B, 1123, 1124, 1124A, 1125 Westwind Astra, and Astra SPX series airplanes, that requires repetitive functional tests for proper operation of hydraulic fuses installed in the brake system and emergency hydraulic indicating system; and replacement of any discrepant hydraulic fuse with a new, improved unit. This amendment is prompted by the 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 hydraulic fuse to operate properly, due to internal corrosion, in the event of an external leak downstream of the fuse, which could result in loss of hydraulic systems.

DATES: Effective April 17, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 17, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Galaxy Aerospace Corporation, One Galaxy Way, Fort Worth Alliance Airport, Fort Worth, Texas 76177. 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 all Israel Aircraft Industries, Ltd., Model 1121, 1121A, 1121B, 1123, 1124, 1124A, 1125 Westwind Astra, and Astra SPX series airplanes was published in the **Federal Register** on January 13, 1998 (63 FR 1930). That action proposed to require repetitive functional tests for proper operation of hydraulic fuses installed in the brake system and emergency hydraulic indicating system; and replacement of any discrepant hydraulic fuse with a new, improved unit.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

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 359 airplanes of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per airplane to accomplish the required functional test, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be $43,080, or $120 per airplane, per functional test.

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:

98–06–10 Israel Aircraft Industries Ltd.: Amendment 39–10387. Docket 97–NM–169–AD.

Applicability: All Model 1121, 1121A, 1121B, 1123, 1124, 1124A, 1125 Westwind Astra, and Astra SPX 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 (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 prevent failure of the hydraulic fuse to operate properly in the event of an external leak downstream of the fuse, which could result in loss of hydraulic systems, accomplish the following:

(a) For Model 1121, 1121A, 1123, 1124, and 1124A series airplanes: Perform a functional test (by measuring fluid loss) for proper operation of the hydraulic fuses installed in the brake system and emergency hydraulic indicating system in accordance with Commodore Jet Service Bulletin 1121–29–022 (for Model 1121, 1121A, and 1121B series airplanes), Westwind Service Bulletin SB 1123–29–045 (for Model 1123 series airplanes), or Westwind Service Bulletin SB 1124–29–132 (for Model 1124 and 1124A series airplanes); all dated September 11, 1996; as applicable; at the later of the times specified in paragraphs (a)(1) and (a)(2) of this AD. Thereafter, repeat the inspections at intervals not to exceed 1,200 flight hours or 3 years, whichever occurs first.

(1) Within 250 flight hours or 1 year after the effective date of this AD, whichever occurs first. Or,

(2) Prior to accumulation of 1,200 total flight hours, or within 3 years since the date of manufacture, whichever occurs first.

(b) For Model 1125 Westwind Astra and Astra SPX series airplanes: Perform a functional test (by measuring fluid loss) for proper operation of the hydraulic fuses installed in the brake system, in accordance with Astra Service Bulletin 1125–32–154, dated September 11, 1996, at the later of the times specified in paragraphs (b)(1) and (b)(2) of this AD. Thereafter, repeat the inspections at intervals not to exceed 1,000 flight hours or 3 years, whichever occurs first.

(1) Within 250 total flight hours or 1 year after the effective date of this AD, whichever occurs first. Or,

(2) Prior to the accumulation of 1,000 total flight hours, or within 3 years since the date of manufacture, whichever occurs first.

(c) If, during any inspection required by paragraph (a) or (b) of this AD, any discrepancy is found, prior to further flight, replace the fuse with a new, improved fuse (part number 713047 with suffix ''A'' after the serial number), in accordance with Commodore Jet Service Bulletin SB 1121–29–022 (for Model 1121, 1121A, and 1121B series airplanes), Westwind Service Bulletin SB 1123–29–045 (for Model 1123 series airplanes), Westwind Service Bulletin SB 1124–29–132 (for Model 1124 and 1124A series airplanes), or Astra Service Bulletin SB 1125–32–154 (for Model 1125 Westwind Astra and Astra SPX series airplanes); all dated September 11, 1996; as applicable.

Note 2: Replacement of the fuse in accordance with paragraph (c) of this AD does not constitute terminating action for the repetitive functional tests required by paragraphs (a) and (b) of this AD.

(d) As of the effective date of this AD, no person shall install on any airplane a hydraulic fuse having part number 713047, unless it has a suffix ''A'' after the serial number.

(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 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.

(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 Commodore Jet Service Bulletin SB 1121–29–022, dated September 11, 1996; Westwind Service Bulletin SB 1123–29–045, dated September 11, 1996; Westwind Service Bulletin SB 1124–29–132, dated September 11, 1996; and Astra Service Bulletin SB 1125–32–154, dated September 11, 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 4: The subject of this AD is addressed in Israeli airworthiness directive 29–97–03–10, dated March 27, 1997.

(h) This amendment becomes effective on April 17, 1998.

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

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–6332 Filed 3–12–98; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–223–AD; Amendment 39–10386; AD 98–06–09]

RIN 2120–AA64

Airworthiness Directives; British Aerospace Model HS 748 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 British Aerospace Model HS 748 series airplanes. This action requires a visual inspection to detect fatigue cracking or loose fitting stress pads of the aileron operating arm brackets; and follow-on corrective actions, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to detect and correct fatigue cracking in the flanges of the aileron operating arm brackets, which could result in failure of the aileron operating arm brackets, failure of the aileron control system, and consequent reduced controllability of the airplane.

DATES: Effective March 30, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 30, 1998.

Comments for inclusion in the Rules Docket must be received on or before April 13, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 97–NM–223–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD 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; 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: The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, notified the FAA that an unsafe condition may exist on all British Aerospace Model HS 748 series airplanes. The CAA advises that fatigue cracks have been found in the forward flanges of the aileron operating arm bracket. Such fatigue cracking, if not detected and corrected in a timely manner, could result in failure of the aileron operating arm bracket, failure of the aileron control system, and consequent reduced controllability of the airplane.

Explanation of Relevant Service Information

The manufacturer has issued Jetstream Service Bulletin HS748–27–124, dated November 17, 1995, which describes procedures for a visual inspection to detect fatigue cracking of the aileron operating arm brackets, and to detect loose or poorly positioned stress pads; and follow-on corrective actions, if necessary. For airplanes on which the stress pads are loose or poorly positioned, the service bulletin describes procedures for repetitive visual inspections, and eventual replacement of the aileron operating arm bracket and stress pads with new or serviceable parts. For airplanes on which any cracking is found, the service bulletin describes procedures for temporary repair and/or eventual replacement of the aileron operating arm bracket and stress pads with new or serviceable parts. The CAA classified this service bulletin as mandatory and issued British airworthiness directive 007–11–95 in order to assure the continued airworthiness of these airplanes in the United Kingdom.

FAA's Conclusions

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 21.19) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, 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 detect and correct fatigue cracking in the flanges of the aileron operating arm bracket, which could result in failure of the aileron operating arm bracket, failure of the aileron control system, and consequent reduced controllability of the airplane. This AD requires accomplishment of the actions specified in the service bulletin described previously, except as discussed below.

Differences Between This AD and Service Bulletin

Operators should note that, unlike the procedures described in Table 1 of the Jetstream service bulletin, this AD does not permit further flight if any crack is detected in the forward flanges of the aileron operating arm bracket. The FAA has determined that, because of the safety implications and consequences associated with such cracking, any forward flanges of the aileron operating arm bracket that are found to be cracked must be repaired or the bracket must be replaced prior to further flight.

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.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 1 work hour to perform the required inspection, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of this AD would be $60 per airplane.