

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:

British Aerospace Regional Aircraft

(Formerly British Aerospace Regional Aircraft Limited, Avro International Aerospace Division; British Aerospace, PLC; British Aerospace Commercial Aircraft Limited): Docket 98-NM-43-AD.

Applicability: Model BAe Avro 146-RJ85A series airplanes, serial numbers E2296, E2297, E2299, E2300, E2302, E2303, E2304, E2305, E2306, and E2307; and Model Avro 146-RJ100A series airplanes, serial numbers E3298, E3301, and E3308; 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 (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 failure of the electrical circuit terminal lugs, which could result in electrical system failure, and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 6 months after the effective date of this AD, perform a one-time visual inspection of the electrical wires, having part numbers (P/N) MD0011N and MD0012N, in the electrical equipment bay and hydraulic equipment bay, to determine if any ERMA terminal lug having P/N ERMA 12115/2 is installed, in accordance with British Aerospace Service Bulletin SB.24-120, dated September 18, 1997. If any ERMA terminal lug is found, prior to further flight, remove the lug and replace with an AMP terminal lug having P/N AMP 323064, in accordance with the service bulletin.

(b) As of the effective date of this AD, no person shall install an ERMA terminal lug, P/N ERMA 12115/2, on any airplane.

(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 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.

(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 3: The subject of this AD is addressed in British airworthiness directive 007-09-97 (undated).

Issued in Renton, Washington, on March 27, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-8708 Filed 4-1-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-28-AD]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F.28 Mark 1000, 2000, 3000, and 4000 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 all Fokker Model F.28 Mark 1000, 2000,

3000, and 4000 series airplanes. This proposal would require repetitive inspections of the center joint of the main landing gear (MLG) torque link and the MLG assembly for excessive free-play; and correction, if necessary. This proposal would also require installation of new MLG torque link dampers, which would constitute terminating action for the repetitive inspections; and revision of the FAA-approved maintenance program to incorporate inspections and overhaul of the new torque link dampers. 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 the failure of MLG torque links, which could result in reduced controllability of the airplane on the ground during takeoff or landing.

DATES: Comments must be received by May 4, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-28-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 Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. 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-28-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-28-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, notified the FAA that an unsafe condition may exist on all Fokker Model F.28 series airplanes. The RLD advises that it has received numerous reports of main landing gear (MLG) torque link failures on in-service airplanes. The cause of these failures has been attributed to one or more deficiencies, such as excessive play in hinges and bearings, worn or non-approved tires, and nitrogen pressure or tire pressure that is too high. These deficiencies caused reduced natural stability of the MLG in a lateral and torsional mode during landing, vibration, and consequent failure of the MLG torque links. These conditions, if not corrected, could result in reduced controllability of the airplane on the ground during takeoff or landing.

Explanation of Relevant Service Information

Fokker has issued Service Bulletin F28/32-151, Revision 1, dated March 12, 1997, which describes procedures for repetitive visual inspections of the center joint of the MLG torque link and of the MLG assembly for excessive free-play; and correction, if necessary. The service bulletin also describes procedures for installation of new MLG torque link dampers, which would eliminate the need for the repetitive

inspections; and revision of the FAA-approved maintenance program to incorporate visual inspections and overhaul of the new torque link dampers. Accomplishment of the actions specified in Part 2 of the Accomplishment Instructions of the service bulletin is intended to adequately address the identified unsafe condition. The RLD classified this service bulletin as mandatory and issued Dutch airworthiness directive BLA 1996-103(A), dated August 30, 1996, in order to assure the continued airworthiness of these airplanes in the Netherlands.

Parts 1.A., 1.B., 1.C., and 1.D. of the Accomplishment Instructions of Fokker Service Bulletin F28/32-151, Revision 1, dated March 12, 1997, reference Fokker F.28 Airplane Maintenance Manual (AMM), Chapters 32-10-01, 32-10-00, and 32-10-04, as additional sources of service information to accomplish the actions required by this proposal.

FAA's Conclusions

This airplane model is manufactured in the Netherlands and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the RLD has kept the FAA informed of the situation described above. The FAA has examined the findings of the RLD, 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 bulletin described previously.

Cost Impact

The FAA estimates that 27 airplanes of U.S. registry would be affected by this proposed AD. It would take approximately 3 work hours per airplane to accomplish the proposed inspections, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspections proposed by this AD on U.S. operators is estimated to be \$4,860, or \$180 per airplane, per inspection cycle.

It would take approximately 18 work hours per airplane to accomplish the proposed installation/modification, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$90,000 per airplane. Based on these figures, the cost impact of the installation/modification proposed by this AD on U.S. operators is estimated to be \$2,459,160, or \$91,080 per airplane.

The cost impact figures discussed above are 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.

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:

Fokker Services B.V.: Docket 98–NM–28–AD.

Applicability: All Model F.28 Mark 1000, 2000, 3000, and 4000 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 (d) 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 the failure of main landing gear (MLG) torque links, which could result in reduced controllability of the airplane on the ground during takeoff or landing, accomplish the following:

(a) Within 1,000 flight cycles after the effective date of this AD, perform a visual inspection of the center joint of the MLG torque link for excessive free play, in accordance with Part 1.D. of the Accomplishment Instructions of Fokker Service Bulletin F28/32–151, Revision 1, dated March 12, 1997.

(1) If no discrepancy is detected, repeat the visual inspection thereafter at intervals not to exceed 1,000 flight cycles.

(2) If any discrepancy is detected, prior to further flight, correct the discrepant condition in accordance with Part 1.D. of the Accomplishment Instructions of the service bulletin. Repeat the visual inspection thereafter at intervals not to exceed 1,000 flight cycles.

Note 2: Part 1.D. of the Accomplishment Instructions of Fokker Service Bulletin F28/32–151, Revision 1, dated March 12, 1997, references Fokker F.28 Airplane Maintenance Manual (AMM), Chapter 32–10–04, as an additional source of service information to accomplish the actions required by this proposal.

(b) Within 3,000 flight cycles after the effective date of this AD, perform a visual inspection of the MLG assembly for excessive free play, in accordance with Parts 1.A., 1.B., and 1.C. of the Accomplishment Instructions of Fokker Service Bulletin F28/32–151, Revision 1, dated March 12, 1997.

(1) If no discrepancy is detected, repeat the visual inspection thereafter at intervals not to exceed 3,000 flight cycles.

(2) If any discrepancy is detected, prior to further flight, correct the discrepant condition in accordance with Parts 1.A., 1.B., and/or 1.C. of the Accomplishment Instructions of the service bulletin, as

applicable. Repeat the visual inspection thereafter at intervals not to exceed 3,000 flight cycles.

Note 3: Parts 1.A., 1.B., and 1.C. of the Accomplishment Instructions of Fokker Service Bulletin F28/32–151, Revision 1, dated March 12, 1997, reference Fokker F.28 AMM, Chapters 32–10–01, 32–10–00, and 32–10–04, as additional sources of service information to accomplish the actions required by this proposal.

(c) Within 30 months after the effective date of this AD, accomplish paragraphs (c)(1) and (c)(2) of this AD.

(1) Install torque link dampers and associated sub-assemblies in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin F28/32–151, Revision 1, dated March 12, 1997. Accomplishment of the installation constitutes terminating action for the repetitive inspection requirements of this AD.

(2) Revise the FAA-approved maintenance program to incorporate a visual inspection of the oil level of the torque-link dampers thereafter at intervals not to exceed 250 flight hours, and incorporate a scheduled overhaul of each damper concurrent with the overhaul of the MLG on which it is installed, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin F28/32–151, Revision 1, dated March 12, 1997.

Note 4: After the maintenance program is revised to include the required inspection and overhaul actions in accordance with paragraph (c)(2) of this AD, operators do not need to make a maintenance log entry to show compliance with this AD each time those actions are accomplished thereafter.

(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, 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 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.

(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.

Note 6: The subject of this AD is addressed in Dutch airworthiness directive BLA 1996–103(A), dated August 30, 1996.

Issued in Renton, Washington, on March 27, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98–8707 Filed 4–1–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION**Coast Guard****33 CFR Part 100**

[CGD11–98–001]

RIN 2115–AE46

Special Local Regulations; Parker International Waterski Marathon

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard is proposing to amend the table of events by adding the Parker International Waterski Marathon conducted on the navigable waters of the Colorado River beginning at Bluewater Marina in Parker, AZ, and extending approximately 10 miles south to La Paz County Park, on the following dates: annually, commencing on the second full weekend of March every year, and lasting a total of 2 days. The Special Local Regulations applicable to this event are necessary to provide for the safety of life, property, and navigation on the navigable waters of the United States during scheduled events.

DATES: Comments should be received on or before May 18, 1998.

ADDRESSES: You may mail comments to Lieutenant Mike A. Arguelles, U.S. Coast Guard Marine Safety Office, 2716 North Harbor Drive, San Diego, California 92101, or deliver them to the same address between 8 a.m. and 3 p.m. Monday through Friday, except holidays. The telephone number is (619) 683–6484.

The Marine Safety Office maintains the public docket for this rulemaking. Comments, and any documents referenced in this preamble, will become part of this docket and will be available for inspection and copying at the Marine Safety Office between 8 a.m. and 3 p.m., Monday through Friday, except holidays.

FOR FURTHER INFORMATION CONTACT: Lieutenant Mike A. Arguelles, U.S. Coast Guard Marine Safety Office, 2716 North Harbor Drive, San Diego, California 92101. The telephone number is (619) 683–6484.

SUPPLEMENTARY INFORMATION:**Request for Comments**

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views, or arguments. Persons submitting comments should include their name and address, identify this rulemaking (CGD11–98–001) and the specific section of this document to which each