

the main entry doors, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-53-2358, dated August 26, 1993. Perform the inspection only at those locations where the material type of the stop support fittings is unknown, as specified in Figure 3, Table 1, of the service bulletin.

(1) If the fitting is made from 7075-T73 material, no further action is required by this AD for that fitting.

(2) If the fitting is NOT made from 7075-T73 material, prior to further flight, perform a visual inspection to detect cracks of the stop support fitting of the main entry doors, in accordance with the service bulletin.

(i) If no crack is detected, repeat the visual inspection thereafter at intervals not to exceed 36 months or 2,000 flight cycles, whichever occurs first.

(ii) If any crack is detected, prior to further flight, replace the fitting with a stop support fitting made from 7075-T73 material, in accordance with the service bulletin.

(b) Replacement of the stop support fitting of the main entry doors with a stop support fitting made from 7075-T73 material, in accordance with Boeing Service Bulletin 747-53-2358, dated August 26, 1993, constitutes terminating action for the repetitive inspection requirements of this AD for the replaced fitting.

(c) As of the effective date of this AD, no person shall install a stop support fitting made from either 7079-T651 or 7075-T651 material on any airplane.

(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, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

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

(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) The actions shall be done in accordance with Boeing Service Bulletin 747-53-2358, dated August 26, 1993. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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.

(g) This amendment becomes effective on January 25, 1999.

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

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-33541 Filed 12-18-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-330-AD; Amendment 39-10955; AD 98-26-14]

RIN 2120-AA64

Airworthiness Directives; Bombardier Model CL-600-2B19 (Regional Jet Series 100 and 200) Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Bombardier Model CL-600-2B19 (Regional Jet Series 100 and 200) series airplanes. This action requires a one-time visual inspection to detect chafing or cracking of all electrical wiring conduits located in the center fuel tank, and inadequate clearance between the tube assemblies and adjacent structures; and corrective actions, if necessary. This action also requires a modification to reinforce the right wing crossflow shutoff valve conduit. 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 chafing or cracking of the electrical conduits in the center fuel tank and inadequate clearance between tube assemblies and adjacent structures, which could result in electrical arcing and consequent fire or explosion in the center fuel tank.

DATES: Effective January 5, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 5, 1999.

Comments for inclusion in the Rules Docket must be received on or before January 20, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-330-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. 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, 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:

Luciano L. Castracane, Aerospace Engineer, ANE-172, FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7535; fax (516) 568-2716.

SUPPLEMENTARY INFORMATION: Transport Canada Aviation (TCA), which is the airworthiness authority for Canada, recently notified the FAA that an unsafe condition may exist on certain Bombardier Model CL-600-2B19 (Regional Jet Series 100 and 200) series airplanes. TCA advises that two cases of chafing on the electrical wiring conduits of the right wing crossflow valve in the center fuel tank have been reported. Findings indicate that chafing of those electrical wiring conduits may be caused by inadequate clearance between the tube assemblies and adjacent structures. These conditions, if not corrected, could result in electrical arcing and consequent fire or explosion in the center fuel tank.

Explanation of Relevant Service Information

Bombardier has issued Alert Service Bulletin SB A601R-28-036, Revision "A," dated September 4, 1998, which describes procedures for a one-time inspection to detect chafing or cracking of all electrical wiring conduits in the center fuel tank, and inadequate clearance between the tube assemblies and adjacent structures. The alert service bulletin also describes procedures for corrective actions, which include repairing or replacing any damaged conduit that is outside specified limits with a tube assembly (as specified in the service bulletin), and relocating and reforming the conduits to provide adequate clearance. In addition, the alert service bulletin specifies procedures for a modification to reinforce the crossflow shutoff valve conduit with a bracket to ensure the continued safety of the electrical

conduit installation in the center fuel tank. Accomplishment of the actions specified in the alert service bulletin is intended to adequately address the identified unsafe condition. TCA classified this alert service bulletin as mandatory and issued airworthiness directive CF-98-35, dated September 15, 1998, 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 21.29) 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 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 prevent electrical arcing and consequent fire or explosion in the center fuel tank.

This AD requires a one-time visual inspection to detect chafing or cracking of all electrical wiring conduits located in the center fuel tank, and inadequate clearance between the tube assemblies and adjacent structures; and corrective actions, if necessary.

This AD also requires a modification to reinforce the right wing crossflow shutoff valve conduit by installing a bracket support kit. The actions are required to be accomplished in accordance with the alert service bulletin described previously, except as discussed below.

Differences Between This AD and the Relevant Service Information

Operators should note that, although the effectivity of the alert service bulletin specifies serial numbers 7003 through 7067 inclusive, and 7069 through 7246 inclusive, the applicability of this AD specifies serial numbers 7003 through 7246 inclusive. (The Canadian airworthiness directive specifies the same serial numbers as shown in the Applicability of this AD.)

Operators also should note that, although Part A of the Accomplishment

Instructions of the alert service bulletin specifies that the operator may accomplish inspections in accordance with either Option 1 or Option 2, paragraph (a) of this AD requires the accomplishment of Option 1. Option 1 specifies that corrective action is required if any sign of damage or inadequate clearance is found, whereas Option 2 specifies corrective action only if fuel leakage is found. The FAA has determined that, in cases where certain known unsafe conditions exist, and where actions to detect and correct that unsafe condition can be readily accomplished, those actions must be required. The FAA considers that Option 2 would not provide an adequate level of safety for the affected fleet. [The Canadian airworthiness directive also specifies Part A (Option 1) of the alert service bulletin.]

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an 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 98-NM-330-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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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:

98-26-14 BOMBARDIER, INC. (Formerly Canadair): Amendment 39-10955.
Docket 98-NM-330-AD.

Applicability: Model CL-600-2B19 (Regional Jet Series 100 and 200) series airplanes, serial numbers 7003 through 7246 inclusive; 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 detect and correct chafing or cracking of all electrical wiring conduits in the center fuel tank and inadequate clearance between tube assemblies and adjacent structures, which could result in electrical arcing and consequent fire or explosion in the center fuel tank, accomplish the following:

(a) Within 60 days or 400 flight hours after the effective date of this AD, whichever occurs first, accomplish a one-time visual inspection of all electrical wiring conduits located in the center fuel tank to detect discrepancies (chafing and cracking of conduits, and inadequate clearance between tube assemblies and adjacent structures), in accordance with Part A (Option 1) of the Accomplishment Instructions of Canadair Alert Service Bulletin SB A601R-28-036, Revision "A," dated September 4, 1998. During the visual inspection of all electrical wiring conduits in the center fuel tank, pay particular attention to the right wing crossflow shutoff valve conduit.

(1) If no discrepancy is found, no further action is required by this paragraph.

(2) If any discrepancy is found that is within the limits specified in the Accomplishment Instructions of the alert service bulletin, no further action is required by this paragraph.

(3) If any discrepancy is found that is outside the limits specified in the Accomplishment Instructions of the alert service bulletin, prior to further flight, repair or replace any damaged conduit with a tube assembly (as specified in the alert service bulletin), and provide adequate clearance between the tube assembly and adjacent structure, in accordance with Part B of the Accomplishment Instructions of the alert service bulletin.

(b) Within 60 days or 400 flight hours after the effective date of this AD, whichever occurs first, install a bracket modification kit to reinforce the right wing crossflow shutoff

valve conduit in the center fuel tank, in accordance with Part C of the Accomplishment Instructions of Canadair Alert Service Bulletin SB A601R-28-036, Revision "A," dated September 4, 1998.

(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, 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.

(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.

(e) The actions shall be done in accordance with Canadair Alert Service Bulletin SB A601R-28-036, Revision "A," dated September 4, 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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centreville, Montreal, Quebec H3C 3G9, Canada. 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 Aircraft Certification Office, 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-98-35, dated September 15, 1998.

(f) This amendment becomes effective on January 5, 1999.

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

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-33540 Filed 12-18-98; 8:45 am]

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

[Docket No. 98-NM-290-AD; Amendment 39-10953; AD 98-26-12]

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 a one-time inspection to verify correct installation of the lockplates of the roll spoiler actuators, and corrective actions, if necessary. 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 fatigue cracking of the fork flanges of the roll spoiler actuators due to incorrect installation of the lockplates, which could result in reduced structural integrity of the components of the roll spoiler actuators, and consequent reduced controllability of the airplane.

DATES: Effective January 25, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 25, 1999.

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 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 Dornier Model 328-100 series airplanes was published in the **Federal Register** on October 27, 1998 (63 FR 57258). That action proposed to require a one-time inspection to verify correct installation of the lockplates of the roll spoiler actuators, and corrective actions, if necessary.

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.