

**§ 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.

## Conclusion

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

## Cost Impact

The FAA estimates that 50 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required inspection, 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 \$3,000, or \$60 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:

#### 98-26-12 Dornier Luftfahrt GMBH:

Amendment 39-10953. Docket 98-NM-290-AD.

**Applicability:** Model 328-100 series airplanes, serial numbers 3005 through 3095 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 (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 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, accomplish the following:

(a) Within 300 flight hours after the effective date of this AD, perform a one-time visual inspection to verify correct installation of the lockplates of the roll spoiler actuators, in accordance with Dornier Service Bulletin SB-328-27-263, dated June 29, 1998.

(1) If all lockplates of the roll spoiler actuators are correctly installed, no further action is required by this AD.

(2) If any lockplate of any roll spoiler actuator is installed incorrectly, prior to further flight, perform either an eddy current or dye penetrant inspection to detect cracks of the area surrounding the fork flanges of the roll spoiler actuators, in accordance with the service bulletin.

(i) If no crack is detected, no further action is required by this AD.

(ii) If any crack is detected, prior to further flight, replace the roll spoiler actuator with a new or serviceable roll spoiler actuator in accordance with the service bulletin.

(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 inspection and replacement shall be done in accordance with Dornier Service Bulletin SB-328-27-263, dated June 29, 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 FAIRCHILD DORNIER, DORNIER Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. 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 German airworthiness directive 1998-358, dated September 10, 1998.

(e) 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. 98-33538 Filed 12-18-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-195-AD; Amendment 39-10958; AD 98-26-15]

RIN 2120-AA64

#### Airworthiness Directives; British Aerospace (Jetstream) Model 4101 Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain British Aerospace (Jetstream) Model 4101 airplanes, that currently requires repetitive detailed visual inspections to detect cracks in the shear cleats of the roller guide structural support of the passenger door, and replacement of any cracked shear cleat with a new shear cleat. That AD also provides for an optional terminating modification that constitutes