

## 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–45–AD.

**Applicability:** Model F.28 Mark 1000, 2000, 3000, and 4000 series airplanes, serial numbers 11003 through 11201 inclusive, 11991 and 11992; on which Fokker Service Bulletin F28/53–125, dated January 23, 1993, has been accomplished; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 loss of the coupling fitting attachment bolts between the center wing section and the fuselage, and consequent reduced structural integrity of the airplane, accomplish the following:

(a) Within 3,000 flight cycles or 1 year after the effective date of this AD, whichever occurs later, perform a one-time inspection to determine the torque values of the coupling fitting attachment bolts between the fuselage and the center wing section at fuselage station number 10790, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin F28/53–143, dated August 30, 1996.

(1) If the torque values are within the limits specified by the service bulletin, no further action is required by this AD.

(2) If the torque value of any bolt is outside the limits specified by the service bulletin, prior to further flight, re-torque the bolt 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.

**Note 3:** The subject of this AD is addressed in Dutch airworthiness directive 1996–119 (A), dated September 30, 1996.

Issued in Renton, Washington, on March 31, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98–8902 Filed 4–3–98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97–NM–312–AD]

RIN 2120–AA64

#### Airworthiness Directives; British Aerospace BAe Model ATP 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 certain British Aerospace BAe Model ATP airplanes. This proposal would require a one-time inspection to detect corrosion, wear, or damage of the operating mechanism of the forward door of the main landing gear (MLG); operational inspections to ensure smooth operation of the MLG operating mechanism; and follow-on actions. 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 partial seizure of the forward door of the MLG operating mechanism, which could result in the inability to lower or retract the MLG.

**DATES:** Comments must be received by May 6, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 97–NM–312–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 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.

#### 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 97–NM–312–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. 97–NM–312–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

##### Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, notified the FAA that an unsafe condition may exist on

certain British Aerospace BAe Model ATP airplanes. The CAA advises that an operator made an emergency landing with the left main landing gear (MLG) jammed in the "up" position. Investigation of the incident revealed that the probable cause was entrapped grit in the operating mechanism of the MLG, which caused partial seizure of the spring strut that drives part of the forward door of the MLG operating mechanism. Grit and other runway debris also could enter the MLG operating mechanism of other airplanes with this type design. Resistance in the MLG operating mechanism caused by entrapped grit can cause the door 'A' frame to function out of sequence with the movement of the oleo (a cylindrical strut with a built-in telescopic shock absorber that damps or absorbs rectilinear shock). Such partial seizure of the forward door of the MLG operating mechanism, if not corrected, could result in the inability to lower or retract the MLG.

#### **Explanation of Relevant Service Information**

The manufacturer has issued British Aerospace Service Bulletin ATP-32-84, Revision 1, dated September 26, 1997, which describes procedures for a one-time visual inspection to detect corrosion, wear, or damage of the operating mechanism of the forward door of the MLG; cleaning, degreasing, and relubricating the door operating mechanism; and replacement of worn components with new or serviceable parts.

The service bulletin also describes procedures for repetitive operational inspections to ensure smooth operation of the spring strut of the forward door of the MLG, and relubrication of the operating spring and sliding tube of the forward door 'A' frame.

#### **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 § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) 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 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, except as discussed below.

#### **Differences Between This AD and Service Bulletin**

Operators should note that, unlike the procedures described in British Aerospace Service Bulletin ATP-32-84, Revision 1, dated September 26, 1997, which do not specify actions to be taken if corroded or damaged parts are detected during inspection, this proposed AD requires repair of corroded or damaged parts, in accordance with a method approved by the FAA. Additionally, unlike the service bulletin, which does not specify action to be taken if smooth operation of the spring strut cannot be achieved, this proposed AD would require replacement of discrepant parts with new or serviceable parts, prior to further flight, in accordance with a method approved by the FAA. The FAA has determined that, in light of the safety implications and consequences associated with the discrepancies described previously, these discrepancies must be corrected prior to further flight.

#### **Cost Impact**

The FAA estimates that 10 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 8 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$4,800, or \$480 per airplane.

The cost impact figure discussed above is 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:

**British Aerospace Regional Aircraft [Formerly Jetstream Aircraft Limited; British Aerospace (Commercial Aircraft) Limited]:** Docket 97-NM-312-AD.

**Applicability:** BAe Model ATP airplanes, constructor's number 2001 through 2063 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 (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 partial seizure of the forward door of the main landing gear (MLG) operating mechanism, which could result in the inability to lower or retract the MLG, accomplish the following:

(a) Within 300 flight hours or within 90 days after the effective date of this AD, whichever occurs first, perform a one-time visual inspection to detect corrosion, wear, or damage of the operating mechanism of the forward door of the MLG; and clean, degrease, and relubricate the door operating mechanism; in accordance with British Aerospace Service Bulletin ATP-32-84, Revision 1, dated September 26, 1997.

(1) If no corrosion, wear, or damage is detected during the inspection required by paragraph (a) of this AD, no further action is required by this AD.

(2) If any corrosion, damage, or worn component is detected during the inspection required by paragraph (a) of this AD, accomplish the requirements of paragraphs (a)(2)(i) and (a)(2)(ii) of this AD, as applicable.

(i) If any corrosion or damage is detected, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(ii) If any worn component is detected, within 600 flight hours after performing the inspection required by paragraph (a) of this AD, replace the component with a new or serviceable part in accordance with the service bulletin.

(b) Within 300 flight hours after accomplishing the inspection required by paragraph (a) of this AD, perform an operational inspection to ensure smooth operation of the spring strut of the forward door of the MLG, and relubricate the operating spring and sliding tube of the forward door 'A' frame, in accordance with British Aerospace Service Bulletin ATP-32-84, Revision 1, dated September 26, 1997.

(1) Repeat the operational inspections thereafter at intervals not to exceed 300 flight hours, until the accumulation of 1,500 flight hours after the accomplishment of the inspection required by paragraph (a) of this AD.

(2) Following the accomplishment of all inspections required by paragraph (b)(1) of this AD, repeat the operational inspections and relubrication required by paragraph (b) of this AD at intervals not to exceed 1,500 flight hours.

(c) If any discrepancy is detected during any operational inspection and relubrication required by paragraph (b) of this AD, prior to further flight, replace any discrepant part with a new or serviceable part in accordance with a method approved by the Manager, International Branch, ANM-116.

(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. 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.

(e) Special flight permits may be issued in accordance with §§ 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.

Issued in Renton, Washington, on March 31, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-8901 Filed 4-3-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-203-AD]

RIN 2120-AA64

#### Airworthiness Directives; Dornier Model 328-100 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 certain Dornier Model 328-100 series airplanes. This proposal would require installation of two reinforcing brackets on the keel beam in the lower shell of the main landing gear bay. This proposal is prompted by a report of cracking of the keel beam that was discovered during full-scale fatigue testing. The actions specified by the proposed AD are intended to prevent fatigue cracking of the keel beam, which could result in reduced structural integrity of the airplane.

**DATES:** Comments must be received by May 6, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 97-NM-203-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 FAIRCHILD DORNIER, DORNIER Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. 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 97-NM-203-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. 97-NM-203-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### Discussion

The FAA has received a report indicating that fatigue cracking of the keel beam in the lower shell of the main landing gear bay was discovered during full-scale fatigue testing. The cracks had initiated at the fastener holes drilled in the keel beam. This condition, if not corrected, could result in reduced structural integrity of the airplane.