

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-86-AD; Amendment 39-10714; AD 98-17-12]

RIN 2120-AA64

Airworthiness Directives; British Aerospace (Jetstream) Model 4100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain British Aerospace (Jetstream) Model 4100 series airplanes, that requires an eddy current conductivity test to measure the conductivity of the upper splice plate of the wing, and follow-on 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 correct corrosion of the upper splice plate of the wing, which could result in reduced structural integrity of the airplane.

DATES: Effective September 23, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 23, 1998.

ADDRESSES: 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 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 British Aerospace (Jetstream) Model 4100 airplanes was published in the **Federal Register** on April 21, 1998 (63 FR 19680). That action proposed to require

an eddy current conductivity test to measure the conductivity of the upper splice plate of the wing, and follow-on 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.

Issuance of Additional Service Information

Since the issuance of the proposed AD, the manufacturer has issued British Aerospace Regional Aircraft Service Bulletin J41-57-021, dated May 7, 1998, which provides service information for replacement of the upper splice plate of the wing with a new upper splice plate, as conditionally required by paragraph (b)(1)(ii) of this AD. Although British Aerospace Regional Aircraft Service Bulletin J41-57-020, dated March 20, 1997, was referenced in the proposed AD as the appropriate source of service information for this replacement, the FAA has been advised that Service Bulletin J41-57-021 provides complete instructions for accomplishment of the replacement. Paragraph (b)(1)(ii) of the final rule has been revised to cite Service Bulletin J41-57-021, dated May 7, 1998, as an additional source of service information for accomplishment of this action.

Conclusion

After careful review of the available data, the FAA has determined that air safety and the public interest require the adoption of the rule with the change described previously. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 54 airplanes of U.S. registry will be affected by this AD, and that it will take approximately 1 work hour per airplane to accomplish the required eddy current conductivity test, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the test required by this AD on U.S. operators is estimated to be \$3,240, 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:

98-17-12 British Aerospace Regional Aircraft [Formerly Jetstream Aircraft Limited; British Aerospace (Commercial Aircraft) Limited]: Amendment 39-10714. Docket 98-NM-86-AD.

Applicability: Jetstream Model 4100 series airplanes, constructor's numbers 41004 through 41096 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 correct corrosion of the upper splice plate of the wing, which could result in reduced structural integrity of the airplane, accomplish the following:

(a) Within 6 months after the effective date of this AD, perform an eddy current conductivity test to measure the conductivity of the upper splice plate of the wing, in accordance with British Aerospace Regional Aircraft Service Bulletin J41-57-019, Revision 1, dated November 26, 1997. If the conductivity measurement is greater than or equal to 35.0% of the International Aluminum and Copper Standards (IACS), no further action is required by this AD.

(b) During the inspection required by paragraph (a) of this AD, if the conductivity measurement is less than 35.0% of the IACS: Prior to further flight, use a boroscope to perform a detailed visual inspection to detect corrosion along the full length of the upper splice plate of the wing, in accordance with British Aerospace Regional Aircraft Service Bulletin J41-57-020, dated March 20, 1997. Thereafter, repeat the inspection at intervals not to exceed 1 year.

(1) During any inspection required by paragraph (b) of this AD, if any corrosion is detected that is within the allowable limits specified in British Aerospace Regional Aircraft Service Bulletin J41-57-020, dated March 20, 1997: Accomplish the actions required by paragraphs (b)(1)(i) and (b)(1)(ii) of this AD, at the times specified in those paragraphs.

(i) Prior to further flight, repair the upper splice plate of the wing in accordance with Appendix 2 of British Aerospace Regional Aircraft Service Bulletin J41-57-020, dated March 20, 1997. And

(ii) Within 3 years after the detection of corrosion, replace the upper splice plate of the wing with a new upper splice plate in accordance with British Aerospace Regional Aircraft Service Bulletin J41-57-020, dated March 20, 1997; or British Aerospace Regional Aircraft Service Bulletin J41-57-021, dated May 7, 1998. Such replacement constitutes terminating action for the requirements of this AD.

(2) During any inspection required by paragraph (b) of this AD, if any corrosion is detected that is outside the allowable limits specified in British Aerospace Regional Aircraft Service Bulletin J41-57-020, dated March 20, 1997: Prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(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. 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.

(e) Except as provided by paragraph (b)(2) of this AD, the actions shall be done in accordance with British Aerospace Regional Aircraft Service Bulletin J41-57-019, Revision 1, dated November 26, 1997, British Aerospace Regional Aircraft Service Bulletin J41-57-020, dated March 20, 1997, and British Aerospace Regional Aircraft Service Bulletin J41-57-021, dated May 7, 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 AI(R) American Support, Inc., 13850 McLearn Road, Herndon, Virginia 20171. 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 British airworthiness directive 005-03-97.

(f) This amendment becomes effective on September 23, 1998.

Issued in Renton, Washington, on August 11, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-21992 Filed 8-18-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-194-AD; Amendment 39-10715; AD 98-17-13]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 and 767 Series Airplanes Equipped with Rolls-Royce Model RB211-524G/H Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 747

and 767 series airplanes. This action requires modification of the engine fire detection system. This amendment is prompted by a report of a combustor burn-through event that damaged the engine fire detection system such that no fire warning message was annunciated in the flight deck. The actions specified in this AD are intended to prevent failure of the engine fire detection system to annunciate a fire warning message to the flight crew following a severe engine failure, which could lead to delayed or improper flight crew response to the engine failure.

DATES: Effective September 3, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 3, 1998.

Comments for inclusion in the Rules Docket must be received on or before October 19, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-194-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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: Holly Thorson, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (425) 227-1357; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: The FAA has received a report of a combustor burn-through event on the number 4 engine on a Boeing Model 747-400 series airplane equipped with Rolls-Royce Model RB211-524G engines. The flight crew received a fault advisory message for the engine fire detection system, but no fire warning message was annunciated. The cabin crew and control tower observed sparks emitting from the number 4 engine and alerted the flight crew.

Subsequent investigation revealed that the flame breakout burned through the wiring to the loop A and B fire detector elements, which shorted both elements to ground, disabling the engine fire detection system. At least one of the elements shorted to the grounded