

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

[Docket No. 98-NM-52-AD]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model BAe 146 Series Airplanes and Model Avro 146-RJ 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 Model BAe 146 series airplanes and Model Avro 146-RJ series airplanes. This proposal would require a one-time inspection to detect corrosion of the threads of the eyebolt and piston rod on the retraction jack of the main landing gear (MLG); and repair, if necessary. 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 corrosion of the threads of the eyebolt and piston rod on the retraction jack of the MLG, which may cause the eyebolt to detach from the jack, and consequent unrestrained MLG deployment or inability to retract the MLG.

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-52-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 98-NM-52-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 Airport Directorate, ANM-114, Attention: Rules Docket No. 98-NM-52-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 Model BAe 146 series airplanes and Model Avro 146-RJ series airplanes. The CAA advises that it has received reports of corrosion of the threads of the eyebolt and piston rod on the retraction jack of the main landing gear (MLG) on in-service airplanes. Investigation has revealed that MLG retraction jacks manufactured after 1993 have had improved corrosion protection applied during manufacture and should not be susceptible to corrosion. However, MLG retraction jacks manufactured prior to 1993 did not have sufficient corrosion protection applied during manufacture and, therefore, may be susceptible to

corrosion on the eyebolt and piston rod. This condition, if not corrected, could result in detachment of the eyebolt from the jack, and consequent unrestrained MLG deployment or inability to retract the MLG.

Explanation of Relevant Service Information

British Aerospace has issued Service Bulletin SB.32-145, Revision 1, dated October 6, 1997, which describes procedures for a one-time visual inspection to detect corrosion of the threads of the eyebolt and piston rod on the retraction of the MLG; and repair, if necessary. Procedures for the reinstallation of the retraction jack of the MLG include the application of jointing and sealing compounds for improved corrosion protection. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition. The CAA classified the service bulletin as mandatory and issued British airworthiness directive 006-09-97 (undated) in order to assure the continued airworthiness of these airplanes in the United Kingdom.

The service bulletin references Dowty Aerospace Hydraulics-Cheltenham Service Bulletin 146-32-507, dated August 1, 1997, as an additional source of service information to accomplish the inspection and repair.

FAA's Conclusions

These airplane models are manufactured in the United States and are 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 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 British Aerospace service bulletin described previously, except as discussed below.

Differences Between Proposed Rule and Service Bulletin

Operators should note that, although the Dowty Aerospace Hydraulics-Cheltenham Service Bulletin specifies that Messier-Dowty Limited may be contacted for disposition of repair for corrosion detected in areas other than those detailed in the service bulletin, this proposal would require the repair of those areas to be accomplished in accordance with a method approved by the FAA.

Cost Impact

The FAA estimates that 25 airplanes of U.S. registry would be affected by the proposed AD. It would take approximately 1 work hour per airplane to accomplish the proposed inspection at an average labor rate of \$60 per work hour. Based on this figure, the cost impact of the proposed AD on U.S. operators is estimated to be \$1,500, or \$60 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 British Aerospace Regional Aircraft Limited, Avro International Aerospace Division; British Aerospace, PLC; British Aerospace Commercial Aircraft Limited): Docket 98-NM-52-AD.

Applicability: Model BAe 146 series airplanes and Model Avro 146-RJ series airplanes, as listed in British Aerospace Service Bulletin SB.32-145, Revision 1, dated October 6, 1997, 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 corrosion of the threads of the eyebolt and piston rod on the retraction jack of the main landing gear (MLG), which may cause the eyebolt to detach from the jack, and consequent unrestrained MLG deployment or inability to retreat the MLG, accomplish the following:

(a) Perform a one-time visual inspection to detect corrosion of the threads of the eyebolt and piston rod on the retraction jack of the MLG, in accordance with British Aerospace Service Bulletin SB.32-145, Revision 1, dated October 6, 1997, at the time specified in paragraph (a)(1), (a)(2), or (a)(3) of this AD, as applicable. Except as provided by paragraph (b) of this AD, if any corrosion is detected: Prior to further flight, repair in accordance with the service bulletin.

(1) For MLG retraction jacks that have accumulated more than 7 and less than 9 years since date of manufacture: Inspect

within 2 years after the effective date of this AD.

(2) For MLG retraction jacks that have accumulated 9 or more years since date of manufacture: Inspect within 1 year after the effective date of this AD.

(3) For MLG retraction jacks other than those identified in paragraph (a)(1) or (a)(2) of this AD, and other than those MLG retraction jacks having Part/Type No. 104628003 with serial numbers DH/0029/93 (where "93" identifies the year of manufacture) and subsequent: Inspect within 6 years since date of manufacture, or within 2 years after the effective date of this AD, whichever occurs later.

Note 2: British Aerospace Service Bulletin SB.32-145, Revision 1, dated October 6, 1997, references Dowty Aerospace Hydraulics-Cheltenham Service Bulletin 146-32-507, dated August 1, 1997, as an additional source of service information to accomplish the inspection and repair.

(b) If any corrosion is detected during the inspection required by paragraph (a) of this AD in areas other than those detailed in British Aerospace Service Bulletin SB.32-145, Revision 1, dated October 6, 1997: Prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(c) As of the effective date of this AD, no person shall install an eyebolt or piston rod on the retraction jack of the MLG on any airplane unless it has been modified in accordance with British Aerospace Service Bulletin SB.32-145, Revision 1, dated October 6, 1997.

(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 3: 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 4: The subject of this AD is addressed in British airworthiness directive 006-09-97 (undated).

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

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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