

who may add comments and then send it to the Manager, Fort Worth ACO.

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

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490; or may examine this document at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on February 9, 1999.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-3887 Filed 2-17-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-286-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747-200, -300, and -400 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 Boeing Model 747-200, -300, and -400 series airplanes. This proposal would require replacement of fuse pins in the upper link, midspar fittings, and diagonal brace of the nacelle strut with new corrosion-resistant pins. This proposal is prompted by reports of cracked fuse pins in the upper link, midspar fittings, and diagonal brace of the nacelle strut due to fatigue and corrosion. The actions specified by the proposed AD are intended to prevent cracking or corrosion of the fuse pins of the nacelle strut, which could result in failure of the fuse pin and strut-to-wing attachment, and consequent loss of the strut and separation of the engine from the airplane.

DATES: Comments must be received by April 5, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-286-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 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.

FOR FURTHER INFORMATION CONTACT:

Tamara L. Anderson, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2771; fax (425) 227-1181.

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 98-NM-286-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. 98-NM-286-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA has received numerous reports indicating that cracking of various structural members of the strut-to-wing attachment has been detected on Boeing Model 747 series airplanes on which certain strut/wing modifications have not been accomplished. In addition, the FAA has received reports indicating that cracking has been detected in "bulkhead-style" fuse pins (made of 4330 or 4340 steel) installed in the upper link, midspar fittings, and diagonal brace of the nacelle strut. Such cracking has been attributed to fatigue and corrosion. This condition, if not corrected, could result in failure of the fuse pin and strut-to-wing attachment, and consequent loss of the strut and separation of the engine from the airplane.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Service Bulletin 747-54-2155, Revision 2, dated June 6, 1996, which describes procedures for replacement of the fuse pins in the upper link, midspar fittings, and diagonal brace of the nacelle strut with new "third-generation" corrosion-resistant pins (made of 15-5 steel). In addition to removal of the existing pins and installation of new pins, the procedures for replacing the pins in the midspar fittings include measurement of the distance between the midspar pin, nut, and retainer and the hydraulic supply line of the Engine Driven Pump (EDP); and replacement of the hydraulic supply line of the EDP with new parts, if necessary.

Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

Other Relevant Rulemaking

Repetitive inspections of the fuse pins of the upper link, midspar fittings, and diagonal brace are required by AD 97-14-06, amendment 39-10064 (62 FR 35953, July 3, 1997); AD 92-24-51, amendment 39-8439 (57 FR 60118, December 18, 1992); and AD 93-03-14, amendment 39-8518 (58 FR 14513, March 18, 1993); respectively. Accomplishment of the replacement of fuse pins of the upper link, midspar fitting, and diagonal brace in accordance with this proposed AD would terminate the repetitive inspection requirements for the fuse pins in those areas.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or

develop on other products of this same type design, the proposed AD would require accomplishment of the actions specified in the service bulletin described previously, except as discussed below.

Differences Between Proposed Rule and Service Bulletin

Operators should note that the effectivity listing of Boeing Service Bulletin 747-54-2155 includes certain Model 747 series airplanes regardless of the type of engine. This proposed AD is applicable only to Model 747-200 and -300 series airplanes equipped with General Electric Model CF6-80C2 series engines, and Model 747-400 series airplanes; as listed in that service bulletin. The replacement of fuse pins in the upper link, midspar fittings, and diagonal brace of the nacelle strut with new corrosion-resistant pins is already required as part of the modification of the nacelle strut/wing structure for earlier Model 747 series airplanes, in accordance with AD 95-10-16, amendment 39-9233 (60 FR 27008, May 22, 1995); AD 95-13-05, amendment 39-9285 (60 FR 33333, June 28, 1995); AD 95-13-06, amendment 39-9286 (60 FR 33338, June 28, 1995); and AD 95-13-07, amendment 39-9287 (60 FR 33336, June 28, 1995).

Operators also should note that Boeing Service Bulletin 747-54-2155 recommends that the fuse pins in the upper link, midspar fittings, and diagonal brace be replaced with new, corrosion-resistant pins at the next scheduled inspection of the pins. This proposed AD would require that such replacement be accomplished within 10 months after the effective date of this AD. In developing an appropriate compliance time for this proposed AD, the FAA considered not only the manufacturer's recommendation, but the degree of urgency associated with addressing the subject unsafe condition, the average utilization of the affected fleet, the age of the service information, and the time necessary to perform the pin replacement. In light of all of these factors, the FAA finds a 10-month compliance time for initiating the required actions to be warranted, in that it represents an appropriate interval of time allowable for affected airplanes to continue to operate without compromising safety.

Cost Impact

There are approximately 282 airplanes of the affected design in the worldwide fleet. The FAA estimates that 43 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 105 work

hours per airplane to accomplish the proposed replacement, and that the average labor rate is \$60 per work hour. Required parts would be provided by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$270,900, or \$6,300 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:

Boeing: Docket 98-NM-286-AD.

Applicability: Model 747-200 and -300 series airplanes equipped with General Electric Model CF6-80C2 series engines, and Model 747-400 series airplanes; as listed in Boeing Service Bulletin 747-54-2155, Revision 2, dated June 6, 1996; certificated in any category; except those airplanes on which modifications of the strut/wing structure have been accomplished in accordance either of the following AD's:

- AD 95-13-05, amendment 39-9285 (60 FR 33333, June 28, 1995), or
- AD 95-13-06, amendment 39-9286 (60 FR 33338, June 28, 1995).

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 (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 prevent cracking or corrosion of the fuse pins of the nacelle strut, which could result in failure of the fuse pin and strut-to-wing attachment, and consequent loss of the strut and separation of the engine from the airplane; accomplish the following:

(a) Within 10 months after the effective date of this AD, replace the fuse pins in the upper link, midspar fittings, and diagonal brace of the nacelle strut with new corrosion-resistant pins, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-54-2155, Revision 2, dated June 6, 1996.

Note 2: Replacement of the fuse pins accomplished prior to the effective date of this AD in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-54-2155, dated September 23, 1993, or Revision 1, dated December 8, 1994, is considered acceptable for compliance with the applicable action specified in this amendment.

Note 3: All fuse pins in the strut do not have to be replaced at the same time; however, the fuse pins do have to be replaced in sets, as specified in Boeing Service Bulletin 747-54-2155, Revision 2, dated June 6, 1996.

(b) Accomplishment of the replacement of the fuse pins specified in paragraph (a) of this AD constitutes terminating action for the repetitive inspections of the fuse pins of the upper link, required by AD 97-14-06, amendment 39-10064; of the fuse pins of the midspar fitting, required by AD 92-24-51,

amendment 39-8439; and of the fuse pins of the diagonal brace, required by AD 93-03-14, amendment 39-8518.

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

Issued in Renton, Washington, on February 10, 1999.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-3886 Filed 2-17-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-308-AD]

RIN 2120-AA64

Airworthiness Directives; British Aerospace (Jetstream) Model 4101 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 all British Aerospace (Jetstream) Model 4101 airplanes. This proposal would require modification of the pulley assemblies of the elevator and rudder control cables on the rear pressure bulkhead. 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 failure of the pulley assemblies of the elevator and rudder control cables in the event of an elevator or rudder control cable jam, which could result in reduced controllability of the airplane.

DATES: Comments must be received by March 22, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-308-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 98-NM-308-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. 98-NM-308-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 all British Aerospace (Jetstream) Model 4101 airplanes. The CAA advises that the brackets on the rear pressure bulkhead that support the elevator and rudder control cable pulleys, in addition to the bolts and sleeves on which the pulleys rotate, have been determined to be of inadequate strength to support the pulleys. In the event of an elevator or rudder control cable jam, such inadequate strength of these parts, combined with input loads from each pilot, could result in failure of the pulley assemblies of the elevator and rudder control cables. This condition, if not corrected, could result in reduced controllability of the airplane.

Explanation of Relevant Service Information

British Aerospace has issued Jetstream Service Bulletin J41-27-052, dated September 11, 1998, which describes procedures for modification of the pulley assemblies of the elevator and rudder control cables on the rear pressure bulkhead. The modification involves installing reinforcing plates on the brackets that support the lower elevator and rudder pulley assembly, and replacing the bolts and sleeves of the lower and upper elevator and rudder pulley assemblies with new bolts and sleeves. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition. The CAA classified this service bulletin as mandatory and issued British airworthiness directive 006-09-98 in order to assure the continued airworthiness of these airplanes in the United Kingdom.

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 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