

(e)(2) of this AD, the actions shall be done in accordance with the following Boeing

service bulletins, as applicable, which contain the specified effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
Alert Service Bulletin 747-54A2069, Revision 2, February 1, 1980	1-9	2	February 1, 1980.
Alert Service Bulletin 747-54A2069, Revision 3, May 23, 1980	1-7	3	May 23, 1980.
	8	2	February 1, 1980.
Alert Service Bulletin 747-54A2069, Revision 4, November 26, 1980.	1, 9, 10, 12, 19-21	4	November 26, 1980.
	2-7, 11, 13-18	3	May 23, 1980.
	8	2	February 1, 1980.
Service Bulletin 747-54A2069, Revision 5, August 21, 1981	1-7, 9, 10, 17	5	August 21, 1980.
	8	2	February 1, 1980.
	11, 13-16, 18	3	May 23, 1980.
	12, 19-21	4	November 26, 1980.
Alert Service Bulletin 747-54A2069, Revision 6, October 22, 1982	1-28	6	October 22, 1982.
Service Bulletin 747-54A2069, Revision 7, July 28, 1988	1-5, 7-16, 24, 28	7	July 28, 1988.
	6, 17-23, 25-27	6	October 22, 1982.
Service Bulletin 747-54A2069, Revision 8, June 9, 1994	1-28	8	June 9, 1994.
Alert Service Bulletin 747-54A2069, Revision 9, May 29, 1997	1-28	9	May 29, 1997.

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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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.

(i) This amendment becomes effective on February 2, 1998.

Issued in Renton, Washington, on January 6, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-713 Filed 1-15-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-94-AD; Amendment 39-10285; AD 98-02-03]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F28 Mark 0100 and Mark 0070 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 and Mark 0070 series airplanes, that requires modification of

the hook and latch engagement assemblies of the engine cowl doors, measurement of the aerodynamic mismatch between the fixed cowl and lower cowl door, and repair, if necessary. This amendment is prompted by reports of operational experience that indicate that an aerodynamic mismatch may exist between the fixed engine cowl and the lower cowl door, and may be the result of one or more hooks of the engagement assemblies not engaging adequately. This condition may cause the other hooks to carry loads higher than they were originally designed to carry, and could result in the failure of those hooks that are engaged. The actions specified by this AD are intended to prevent possible separation of the lower cowl from the airplane due to failure of the hooks of the engagement assemblies.

DATES: Effective February 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 20, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Services B.V., Technical Support Department, P. O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. 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 Fokker Model F28 Mark 0100 and Mark 0070 series airplanes was published in the **Federal Register** on November 5, 1996 (61 FR 56925). That action proposed to require modification of the hook and latch engagement assemblies of the engine cowl doors, measurement of the aerodynamic mismatch between the fixed cowl and lower cowl door, and repair, if necessary.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Request to Extend the Compliance Time

Two commenters request that the compliance time for accomplishing the proposed inspection specified in paragraph (a)(2) of the AD be changed from "Within 2,500 flight cycles since the last inspection * * *" to "Within 2,500 flight cycles or 3,500 flight hours since the last inspection * * *, whichever occurs later." One of these commenters states that it is currently accomplishing the proposed inspection on its fleet of Fokker Model F28 Mark 0100 series airplanes during its regularly scheduled maintenance checks at 3,500 flight hour intervals. The commenter notes that the proposed 2,500 flight cycle inspection time may fall short of its currently scheduled 3,500 flight hour maintenance check.

The FAA does not concur with the commenters' request to change the

compliance time. The FAA points out that the proposed compliance time of paragraph (a)(2) of the AD was developed in consideration of not only the degree of urgency associated with addressing the unsafe condition, but such factors as the manufacturer's and the foreign airworthiness authority's [i.e., Rijksluchtvaartdienst (RLD)] recommendations, and the practical aspect of inspecting the affected airplanes within an interval of time that parallels normal scheduled maintenance for the majority of affected operators.

Based on the average utilization rate of the worldwide fleet of Fokker Model F28 Mark 0100 series airplanes (approximately 1 flight hour per flight cycle), the request to include a 3,500 flight hour compliance time option, if granted, would be approximately equal to 3,500 flight cycles. This option would result in a 1,000 flight cycle extension to the compliance time. The commenters have not provided any data to substantiate why extending the compliance time by approximately 1,000 flight cycles would not compromise safety. However, under the provisions of paragraph (e) of the final rule, the FAA may approve requests for adjustments to the compliance time if sufficient data are submitted to substantiate that such an adjustment would provide an acceptable level of safety.

Service Bulletin Change Notification

One commenter states that certain errors were found in the service information referenced in the proposed AD. Paragraph C.(2) of Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, should refer to Figure 5 (not Figure 4) for dimensions X and Y. Additionally, Figure 5 of the service bulletin should refer to Figure 6 (not Figure 5) for tool geometry.

The FAA agrees with the commenter. Since issuance of the proposal, Fokker has issued Service Bulletin Change Notification (SBCN) SBF100-71-019/1, dated February 28, 1997, which revises paragraph C.(2) of Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-71-019 to correctly reference Figure 5 for dimensions X and Y. The final rule has been revised to reference SBCN SBF100-71-019/1, dated February 28, 1997, in addition to the previously referenced service information.

In addition, the FAA has determined that the reference in Figure 5 to Figure 5 (rather than Figure 6) for tool geometry is merely a typographical error, since paragraph C.(2) of Part 2 of the Accomplishment Instructions of

Fokker Service Bulletin SBF100-71-019 states "As a reference, to obtain the correct measurements, use tool as shown in Figures 5 and 6." However, the FAA has forwarded information regarding this error to Fokker Services.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change previously described. 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 124 Fokker Model F28 Mark 0100 and 0070 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 3 work hours per airplane to accomplish the initial inspection and modification, 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 \$22,320, or \$180 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:

98-02-03 Fokker: Amendment 39-10285. Docket 95-NM-94-AD.

Applicability: Model F28 Mark 0100 and Mark 0070 series airplanes as listed in Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-71-019/1, dated February 28, 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 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 (e) 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 separation of the lower cowl from the airplane due to failure of the hook and latch engagement assembly of the cowl door, accomplish the following:

(a) Accomplish the requirements of paragraph (b) of this AD at the latest of the times indicated in paragraphs (a)(1), (a)(2), and (a)(3) of this AD:

(1) Prior to the accumulation of 2,500 total flight cycles; or

(2) Within 2,500 flight cycles since the last inspection performed in accordance with Fokker Service Bulletin SBF100-71-003, dated April 14, 1989; Revision 1, dated August 8, 1989, or Revision 2, dated November 21, 1994; or

(3) Within 30 days after the effective date of this AD.

(b) At the time specified in paragraph (a) of this AD, accomplish the actions specified in either paragraph (b)(1) or (b)(2) of this AD, as applicable:

(1) For airplanes specified in Part 1 of Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-71-019/1, dated February 28, 1997: Modify the hook and latch engagement assemblies of the left and right engine cowl doors, and inspect to determine the aerodynamic mismatch between the fixed cowl and lower cowl door; in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-71-019/1, dated February 28, 1997.

Note 2: Accomplishment of the modification of the hook and latch engagement assemblies of the left and right engine cowl doors, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-71-003, dated April 14, 1989; Revision 1, dated August 8, 1989; or Revision 2, dated November 21, 1994; is considered acceptable for compliance with the applicable modification specified in paragraph (b)(1) of this amendment.

(2) For airplanes specified in Part 2 of Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-71-019/1, dated February 28, 1997, excluding those airplanes subject to paragraph (b)(1) of this AD: Perform a one-time inspection to determine the aerodynamic mismatch between the fixed cowl and the lower cowl door, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-71-019/1, dated February 28, 1997.

(c) If the aerodynamic mismatch measured between the fixed cowl and lower cowl door is less than or equal to 4.5 mm, no further action is required by this AD.

(d) If the aerodynamic mismatch measured between the fixed cowl and lower cowl door is greater than 4.5 mm, prior to further flight, perform a one-time inspection to measure the mis-engagement between the left and right engine hooks of the fixed cowl door and the clevis fittings of the lower cowl door; in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-71-019/1, dated February 28, 1997.

(1) If the mis-engagement is less than or equal to 6.5 mm, no further action is required by this AD.

(2) If the mis-engagement is greater than 6.5 mm: Within 1 year after measuring the mis-engagement required by this paragraph, modify the mid-clevis fitting on the right and left engine lower cowl door; in accordance with Part 3 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-71-019/1, dated

February 28, 1997. After accomplishment of this modification, no further action is required by this AD.

(e) 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 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.

(f) 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.

(g) The actions shall be done in accordance with Fokker Service Bulletin SBF 100-71-019, dated March 21, 1996, as revised by Fokker Service Bulletin Change Notification SBF 100-71-019/1, dated February 28, 1997. 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 Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. 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 4: The subject of this AD is addressed in Dutch airworthiness directive 1989-049/3 (A), dated June 28, 1996.

(h) This amendment becomes effective on February 20, 1998.

Issued in Renton, Washington, on January 7, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-822 Filed 1-15-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ACE-30]

Amendment to Class E Airspace; Audubon, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends the Class E airspace area at Audubon County Airport. The FAA has developed a

Global Positioning System (GPS) Runway (RWY) 32 Standard Instrument Approach Procedure (SIAP) to serve the Audubon County Airport. Additional controlled airspace 700 feet Above Ground Level (AGL) is needed to accommodate this SIAP. The enlarged area will contain the new GPS RWY 32 SIAP in controlled airspace at and above 700 feet AGL in order to contain the new SIAP within controlled airspace. The intended effect of this rule is to provide controlled Class E airspace for aircraft executing the GPS RWY 32 SIAP.

DATES: Effective date: 0901 UTC, April 23, 1998.

Comments for inclusion in the Rules Docket must be received on or before February 17, 1998.

ADDRESSES: Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE-520, Federal Aviation Administration, Docket Number 97-ACE-30, 601 East 12th Street, Kansas City, MO 64106.

The official docket may be examined in the Office of the Regional Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, MO 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: The FAA has developed a GPS RWY 32 SIAP to serve the Audubon County Airport, Audubon, IA. The amendment to Class E airspace at Audubon, IA, will provide additional controlled airspace at and above 700 feet AGL in order to contain the new SIAP within controlled airspace. The area will be depicted on appropriate aeronautical charts. Class E airspace areas extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is