

Revision 2, dated February 27, 1991: Perform a visual and eddy current inspection to detect cracking of the fuselage bulkhead at the front spar of the engine pylon of the aft fuselage, in accordance with the Accomplishment Instructions of that service bulletin, at the time specified in subparagraph (b)(1) or (b)(2) of this AD, as applicable. Thereafter, repeat the inspection at intervals not to exceed 4,000 landings until the modification specified in the service bulletin (and required by AD 96-10-11) is accomplished.

(1) For airplanes that *have not* been previously inspected using visual inspection techniques in accordance with McDonnell Douglas Corrosion Prevention Control Program (CPCP), Document MDC-K4606, Revision 1, dated December 1990, perform the initial inspection prior to the accumulation of 30,000 total landings, or within 4,000 landings after the effective date of this AD, whichever occurs later.

(2) For airplanes that *have* been previously inspected using visual inspection techniques in accordance with McDonnell Douglas CPCP, perform the initial inspection within 5,000 landings after the previous visual inspection, or within 4,000 landings after the effective date of this AD, which ever occurs later.

(c) If any cracking is detected during any inspection required by this AD, prior to further flight, repair the cracking in accordance with either McDonnell Douglas Service Bulletin DC9-53-140, Revision 05, dated February 15, 1996; or McDonnell Douglas DC-9 Service Bulletin 53-150, Revision 2, dated February 27, 1991; as applicable.

(d) For airplanes that are identified in McDonnell Douglas Service Bulletin DC9-53-140, Revision 05, dated February 15, 1996, but are not identified in Revision 3 of that service bulletin: Prior to the accumulation of 86,000 total landings, or within 4 years after the effective date of this AD, whichever occurs later, modify the longeron-to-frame attachment area and frame-to-skin shear clips, in accordance with McDonnell Douglas Service Bulletin DC9-53-140, Revision 05, dated February 15, 1996. Accomplishment of this modification constitutes terminating action for the repetitive inspection requirements of paragraph (a) of this AD.

**Note 2:** Airplanes identified in Revision 3 of McDonnell Douglas Service Bulletin DC9-53-140 are required to accomplish the modification specified in paragraph (d) of this AD in accordance with the requirements of AD 96-10-11.

(e) Accomplishment of the inspection requirements of this AD constitutes terminating action for the corresponding inspection requirements of AD 96-10-11 (which are required to be accomplished in accordance with McDonnell Douglas Service Bulletin DC9-53-140, Revision 3, dated March 12, 1986, and McDonnell Douglas DC-9 Service Bulletin 53-150, Revision 2, dated February 27, 1991).

(f) 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, Los

Angeles 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, Los Angeles ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(g) 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.

(h) The actions shall be accomplished in accordance with McDonnell Douglas Service Bulletin DC9-53-140, Revision 05, dated February 15, 1996; and McDonnell Douglas DC-9 Service Bulletin 53-150, Revision 2, dated February 27, 1991, as applicable. 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 The Boeing Company, Douglas Products Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on October 27, 1998.

Issued in Renton, Washington, on September 14, 1998.

**Dorenda D. Baker,**

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

[FR Doc. 98-25030 Filed 9-21-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-339-AD; Amendment 39-10776; AD 98-20-09]

RIN 2120-AA64

#### Airworthiness Directives; British Aerospace (Jetstream) Model 4101 Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to all British Aerospace (Jetstream) Model 4101 airplanes, that

currently requires repetitive functional testing of the main entrance door, cleaning and lubricating of the "speed" lock and "G" lock systems, and repair, if necessary. This amendment adds a requirement for replacement of the "G" lock rollers with new, improved "G" lock rollers. 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 prevent inability of the main entrance door to open, which could delay or impede passengers from exiting the airplane, or rescue personnel from entering the airplane during an emergency.

**DATES:** Effective October 27, 1998.

The incorporation by reference of certain publications, as listed in the regulations, is approved by the Director of the Federal Register as of October 27, 1998.

The incorporation by reference of Jetstream Service Bulletin J41-52-058, dated July 14, 1997, was approved previously by the Director of the Federal Register as of September 24, 1997 (62 FR 47362, September 9, 1997).

**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) by superseding AD 97-19-02, amendment 39-10122 (62 FR 47362, September 9, 1997), which is applicable to all British Aerospace (Jetstream) Model 4101 airplanes, was published in the **Federal Register** on July 31, 1998 (63 FR 40856). The action proposed to continue to require repetitive functional testing of the main entrance door, cleaning and lubricating of the "speed" lock and "G" lock systems, and repair, if necessary. The action also proposed to add a requirement for replacement of the "G" lock rollers with new, improved "G" lock rollers.

## Comments

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

The commenter supports the proposed rule.

## Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

## Cost Impact

There are approximately 57 airplanes of U.S. registry that will be affected by this AD.

The actions that are currently required by AD 97-19-02 take approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$3,420, or \$60 per airplane, per functional test cycle.

The new actions that are required by this new AD will take approximately 3 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will be provided by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the new requirements of this AD on U.S. operators is estimated to be \$10,260, or \$180 per airplane.

The cost impact figures discussed above are 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 removing amendment 39-10122 (62 FR 47362, September 9, 1997), and by adding a new airworthiness directive (AD), amendment 39-10776, to read as follows:

**98-20-09 British Aerospace Regional Aircraft** [Formerly Jetstream Aircraft Limited; British Aerospace (Commercial Aircraft) Limited]: Amendment 39-10776. Docket 97-NM-339-AD. Supersedes AD 97-19-02, Amendment 39-10122.

**Applicability:** All Jetstream Model 4101 airplanes, 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 inability of the main entrance door to open, which could delay or impede passengers from exiting the airplane, or rescue personnel from entering the airplane during an emergency, accomplish the following:

## Restatement of Requirements of AD 97-19-02, Amendment 39-10122

(a) Within 30 days after September 24, 1997 (the effective date of AD 97-19-02, amendment 39-10122), perform a functional test to verify proper operation of the main entrance door (including the "G" lock system) and the "speed" lock system of the main entrance door, in accordance with Section 52-10-05 of BAe Jetstream Series 4101 Maintenance Manual (MM).

(1) If the "speed" lock and the "G" lock function satisfactorily: Within 60 days after September 24, 1997, perform the actions specified in paragraphs (a)(1)(i) and (a)(1)(ii) of this AD.

(i) Clean (remove existing contaminants and lubricant) and re-lubricate (with a dry lubricant) the "speed" lock and main entrance door "G" lock systems in accordance with Jetstream Service Bulletin J41-52-058, dated July 14, 1997. And,

(ii) Following accomplishment of paragraph (a)(1)(i) of this AD, and prior to further flight, repeat the functional test specified in paragraph (a) of this AD.

(A) If the "G" lock and the "speed" lock function satisfactorily in the functional test required by paragraph (a)(1)(ii) of this AD, accomplish the requirements of paragraph (b) of this AD.

(B) If the "G" lock and the "speed" lock do not function satisfactorily in the functional test required by paragraph (a)(1)(ii) of this AD: Prior to further flight, repair the "G" lock and the "speed" lock in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(2) If either the "speed" lock and/or the "G" lock do not function correctly: Prior to further flight, perform the actions specified in paragraphs (a)(2)(i) and (a)(2)(ii) of this AD.

(i) Clean (remove existing contaminants and lubricant) and re-lubricate (with a dry lubricant) the main entrance door "speed" lock and "G" lock systems in accordance with Jetstream Service Bulletin J41-52-058, dated July 14, 1997. And,

(ii) Following accomplishment of paragraph (a)(2)(i) of this AD, and prior to further flight, repeat the functional test of the main entrance door (including the "G" lock system) and the "speed" lock system, in accordance with the MM.

(A) If the "G" lock and "speed" lock function satisfactorily in the functional test required by paragraph (a)(2) of this AD, accomplish the requirements of paragraph (b) of this AD.

(B) If the "G" lock and "speed" lock do not function satisfactorily in the functional tests required by paragraph (a)(2) of this AD: Prior to further flight, repair the "G" lock and "speed" lock in accordance with a method approved by the Manager, International Branch, ANM-116.

(b) Perform the actions specified in paragraphs (b)(1) and (b)(2) of this AD within 1,500 hours time-in-service following accomplishment of the initial functional test of the main entrance door required by paragraph (a) of this AD. Repeat the actions specified in paragraphs (b)(1) and (b)(2) of this AD, thereafter, at intervals not to exceed 1,500 hours time-in-service.

(1) Clean (remove contaminants and dry lubricant) and re-lubricate (with dry lubricant) the main entrance door "speed" lock and "G" lock systems in accordance with Jetstream Service Bulletin J41-52-058, dated July 14, 1997.

(2) Following accomplishment of paragraph (b)(1) of this AD and prior to further flight, perform a functional test of the main entrance door (including the "G" lock system) and the "speed" lock system, in accordance with the MM. If the "G" lock or "speed" lock system do not perform satisfactorily: Prior to further flight, repair the "G" lock or "speed" lock system in accordance with a method approved by the Manager, International Branch, ANM-116.

#### **New Requirements of This AD:**

(c) Within 60 days after the effective date of this AD, replace the "G" lock rollers on the main entrance door with new, improved "G" lock rollers in accordance with Jetstream Alert Service Bulletin J41-A-52-059, dated September 12, 1997, or Revision 2, dated January 23, 1998.

(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 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.

(f) Except as provided by paragraphs (a), (a)(1)(ii)(B), (a)(2)(ii)(B), and (b)(2) of this AD, the actions shall be done in accordance with Jetstream Service Bulletin J41-52-058, dated July 14, 1997; and Jetstream Alert Service Bulletin J41-A-52-059, dated September 12, 1997; or Jetstream Alert Service Bulletin J41-A-52-059, Revision 2, dated January 23, 1998.

(1) The incorporation by reference of Jetstream Alert Service Bulletin 41-A-52-059, dated September 12, 1997; and Jetstream Alert Service Bulletin J41-A-52-059, Revision 2, dated January 23, 1998, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Jetstream Service Bulletin J41-52-058, dated July 14, 1997, was approved previously by the Director of the Federal Register as of September 24, 1997 (62 FR 47362, September 9, 1997).

(3) Copies may be obtained from AI(R) American Support, Inc., 13850 Mclearen 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 001-09-97.

(g) This amendment becomes effective on October 27, 1998.

Issued in Renton, Washington, on September 14, 1998.

**Dorenda D. Baker,**

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

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. 98-NM-61-AD; Amendment 39-10777; AD 98-20-10]

RIN 2120-AA64

#### **Airworthiness Directives; Airbus Model A319, A320, and A321 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A319, A320, and A321 series airplanes, that requires relocation of the engine/master 1 relay from relay box 103VU to shelf 95VU in the avionics bay. 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 prevent a simultaneous cutoff of the fuel supply to both engines, which could result in a loss of engine power and consequent reduced controllability of the airplane.

**DATES:** Effective October 27, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 27, 1998.

**ADDRESSES:** The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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 Airbus Model A319, A320, and A321 series airplanes was published in the **Federal Register** on May 12, 1998 (63 FR 26107). That action proposed to require relocation of the engine/master 1 relay from relay box 103VU to shelf 95VU in the avionics bay.

#### **Comments Received**

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

Three commenters support the proposed rule.

#### **Requests to Reference Latest Airbus Service Bulletin**

Two commenters request that paragraph (a) of the proposed AD be revised to reference Revision 02 of Airbus Service Bulletin A320-24-1092, dated March 9, 1998. However, one of these commenters requests that the FAA cite only Revision 02 as the appropriate source of service information for accomplishment of the proposed relocation, rather than citing the original version or Revision 01 of the service bulletin as proposed in the NPRM. This commenter states that the relocation cannot be accomplished in accordance with the original version or Revision 01 of the referenced service bulletin, but provides no additional information regarding errors in these revisions.

The FAA concurs with the commenters' request to reference Revision 02 of Airbus Service Bulletin A320-23-1092, dated March 9, 1998, in the final rule as an additional source of service information for accomplishment of the relocation. However, the FAA does not concur with the one commenter's request to cite only Revision 02 of the subject service bulletin. The FAA points out that Revision 02 of the service bulletin states that no further work is necessary on airplanes modified in accordance with the original version or Revision 01 of the service bulletin. In addition, the FAA has reviewed Revision 02 of the subject service bulletin and finds that the relocation procedures are identical to those described in the original version and Revision 01 of the subject service bulletin. The only relevant